

Latitude 38

A full-page photograph of a sailboat with large, colorful sails (red, white, and blue) sailing on a dark, choppy sea. The boat is seen from a low angle, emphasizing the height of the sails. The sky is a pale blue.

Volume 242, August 1997

WE GO WHERE THE WIND BLOWS

PAID

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Los Angeles

CALIFORNIA

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PASSPORT TO VICTORY

Jack and Diane Bieda develop market research software. And every new revision is given a "trial run."

In 1987 they decided to give sailing a "trial run." They took sailing lessons in Sausalito, joined a charter group in Greece -- and bought "Trial Run," their Passport 40. Their first mainsail came from Pineapple, giving us a trial run as well. We passed the test, and soon replaced the furling jib.

In 1989 the Bieda's decided to give racing a "trial run." They entered Berkeley's Friday night series, sailed a windy double-handed Farallon's race, and then in 1996 did the Pacific Cup. Pineapple Sails built a genoa and three spinnakers, complete with dowsing socks. And when the boat returned, we built a new main -- 10 years after the first.

This summer, "Trial Run" raced the Coastal Cup, from San Francisco to Santa Barbara. Finishing first in her division, she completed the course in less than 48 hours!

Give Pineapple Sails a trial run for your next sail. Racing or cruising, you'll be the winner!



photo: Maria's Eyes Photography (510) 864-1144

****Trial Run***

DEALER FOR: Musto Foul Weather Gear & Headfoil 2

Sails in need of repair may be dropped off at:
West Marine Products in Oakland or Stockton
Svendsen's in Alameda & Seabird Sailing Center in Berkeley
Bay Riggers in Sausalito



PINEAPPLE SAILS

*Powered by Pineapples

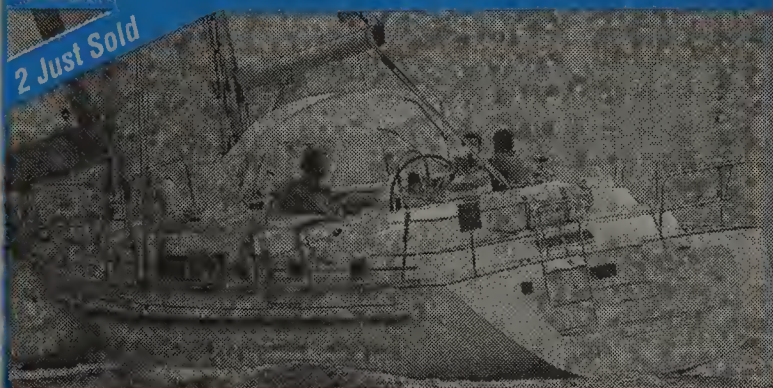
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* 27' SEA RAY, 1982, engine overhaul	21,900
* 30' YANKEE, 1975	18,500
* 32' ERICSON 32-200, 1990, exclt. ..	57,000
* 35' PACKET CAT, 1993	194,500
* 36' CATALINA, 1989	68,500
* 36' CAPE GEORGE CUTTER, 1975 ...	78,000
* 37' CREALOCK, 1992	165,000
* 38' HANS CHRISTIAN, 1981	Inquire
* 40' PASSPORT, 1983	2 from 119,000
* 46' CAL 2-46, 1974, customized	110,000
* 62' STEEL 3-Mast Schooner, '96	385,000

BENETEAU BROKERAGE

* 31' BENETEAU 310, 1991	49,900
* 38' BENETEAU 38s5, 1992	109,000
* 43' MOORINGS 432, 1988	91,000
* 50' MOORINGS 500, 1990	199,000

SELECT NATIONAL LISTINGS

35' ISLAND PACKET, 1990	127,900
35' BENETEAU OCEANIS 357, '95	104,900
38' ISLAND PACKET, 1988	138,000
40' PASSPORT, 1984	178,000
40' BENETEAU FIRST 405, 1987	89,000
40' BENETEAU OCEANIS 400, '94	150,000
41' BENETEAU FIRST 41s5, 1990 ...	142,500
50' MOORINGS 500, 1990	195,000
51' BENETEAU OCEANIS 510, '95	350,000

* These boats are located in Richmond



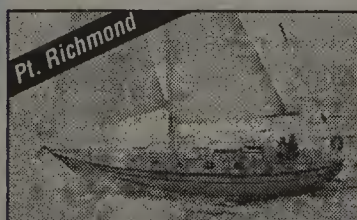
BENETEAU FIRST 310, '91 . \$49,900



BENETEAU 38s5, '92 \$109,000



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COVER PHOTO AND GRAPHICS BY LATITUDE 38/RICHARD
Bob Lane's Andrews 56 Medicine Man about to cross the finish line
at Diamond Head to smash Merlin's 20-year old TransPac record.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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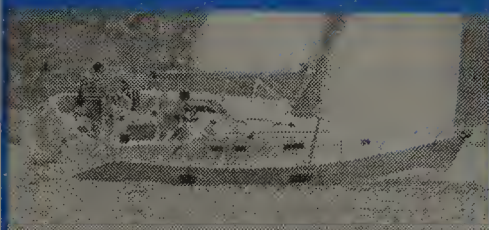
OCEANIS 381



Fast and roomy, the new 381 offers 3 interior layouts and comes with a long list of standard equipment and features. Yachting's best value at 38 feet. A very elegant yacht.

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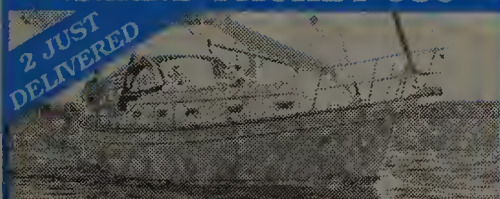
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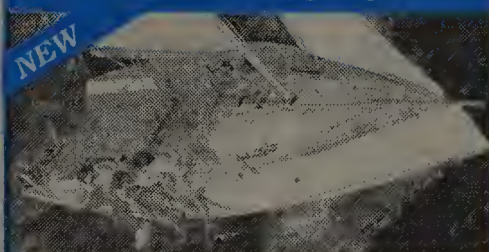
ISLAND PACKET 350



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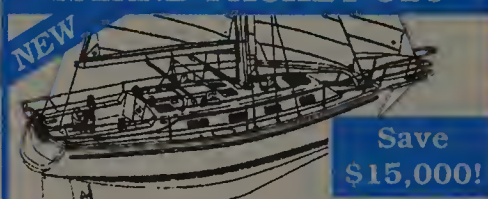
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This wickedly fast fixed keel yacht is the fastest growing international one design rocket. Designed by Bruce Farr and built by Beneteau, you know it is great and fast.

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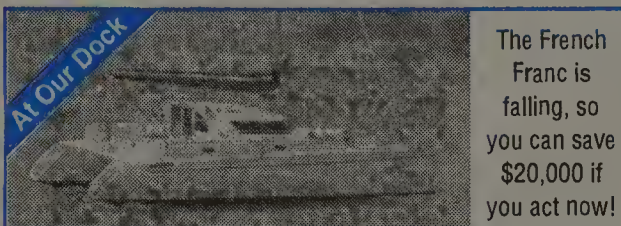
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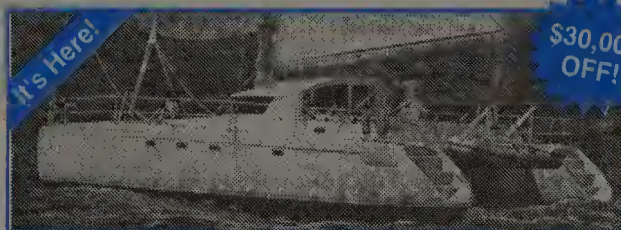


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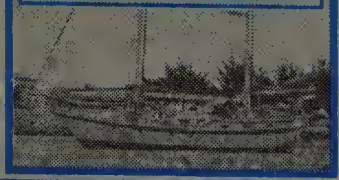
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47' VAGABOND



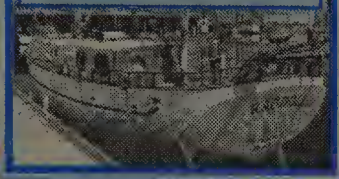
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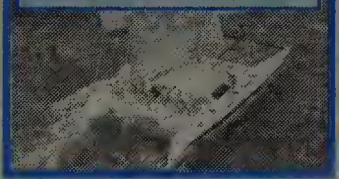


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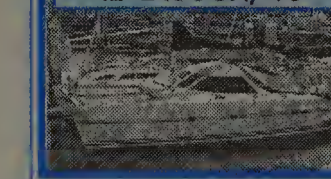
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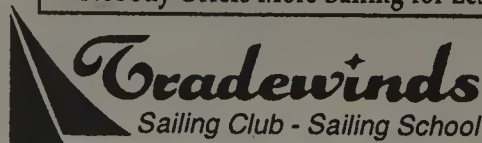
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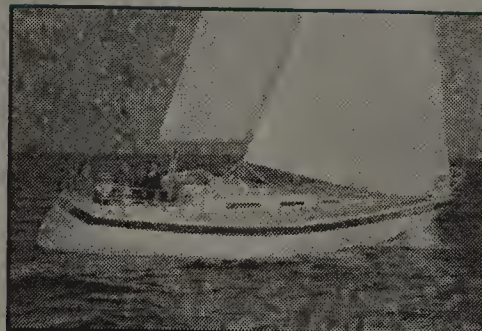
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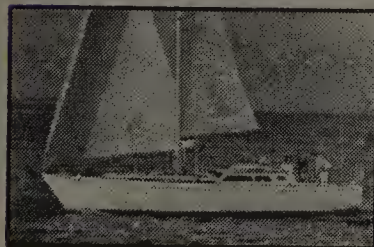


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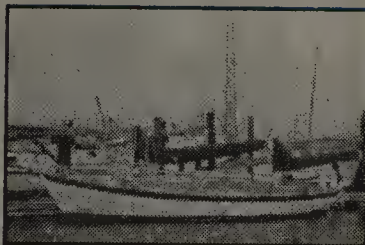
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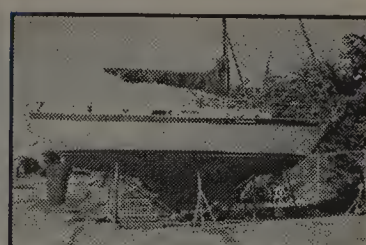
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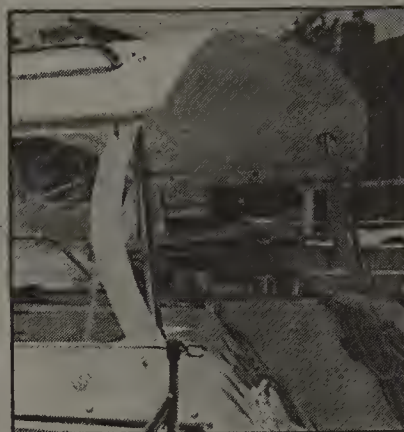


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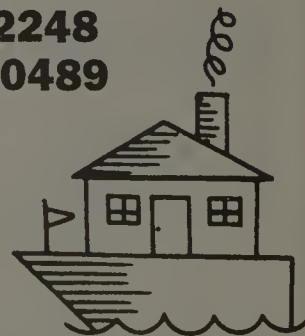
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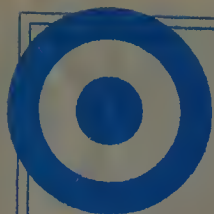
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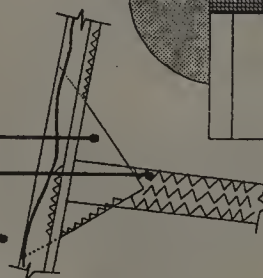
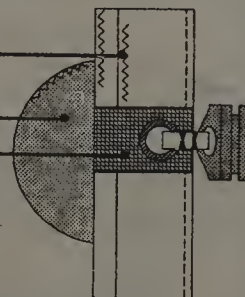
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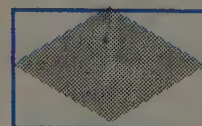
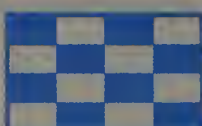
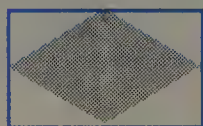
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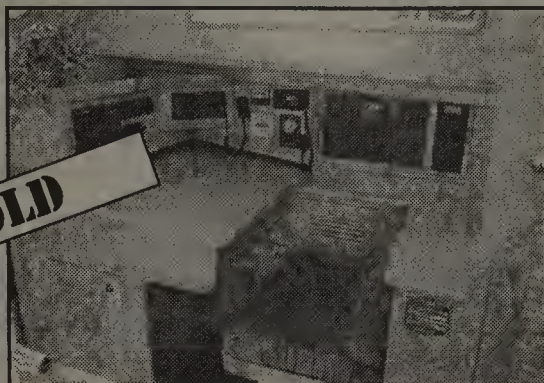


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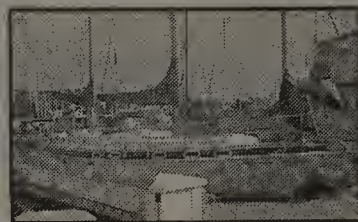
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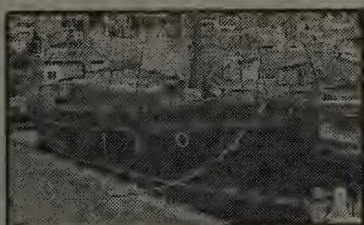
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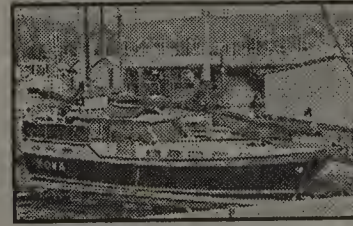
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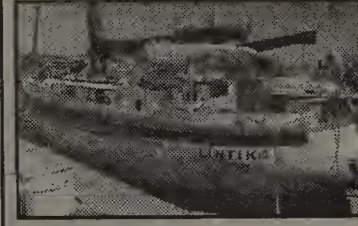
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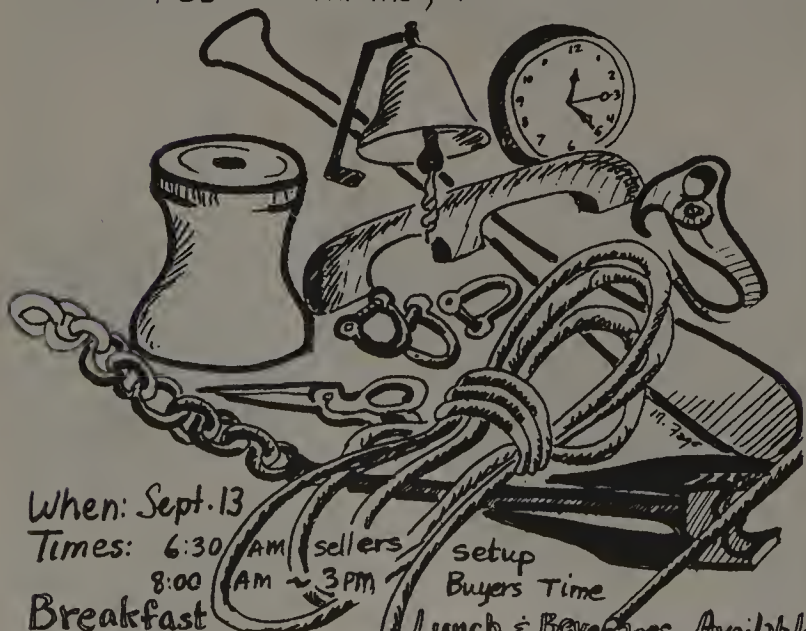
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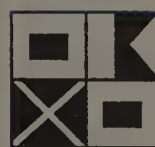
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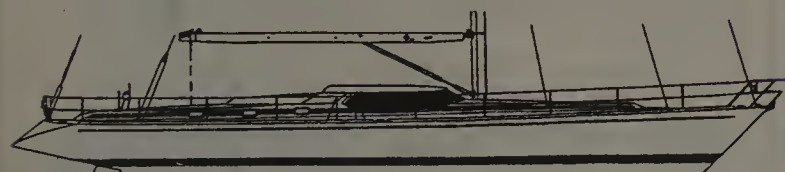
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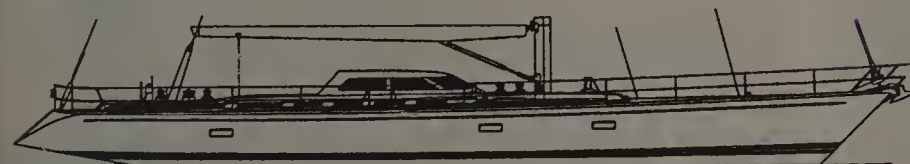
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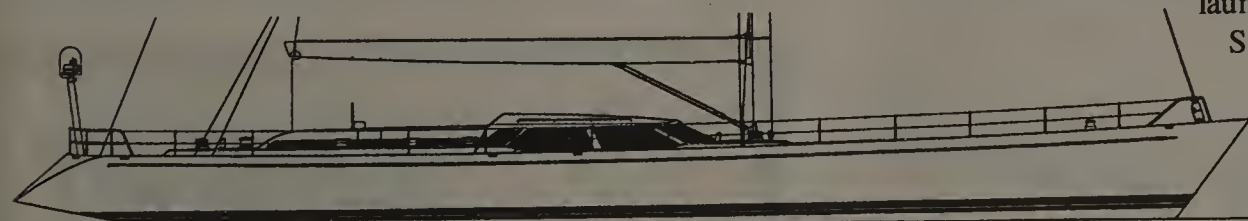
SWAN 57RS



SWAN 69RS



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Thirty-one years ago Nautor launched the Swan range of Racer/Cruiser yachts, the wedge deck design which has since dominated the market worldwide.

Nautor have now set a new global standard

which will mirror their Racer/Cruiser success – this time with a range of designs and quality of build previously unseen in the Cruising market.

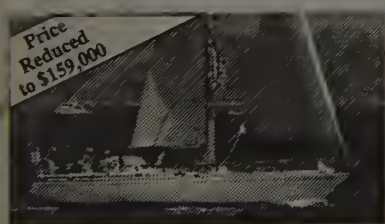
Nautor's Swan – the world's premier yacht production – now offers a choice of world cruising yachts from 57 feet to 112 feet.

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launch in Autumn 1997 and with a Swan 100 Plus currently in build, the long term success of this new range is clear.

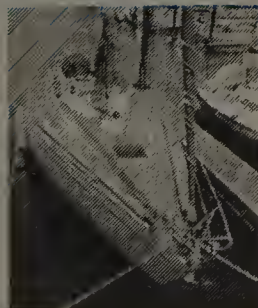
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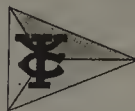
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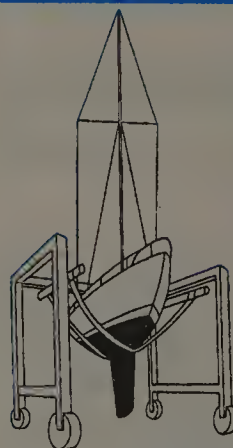
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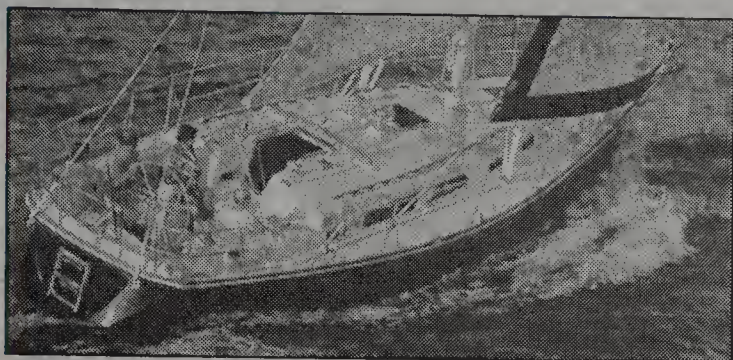
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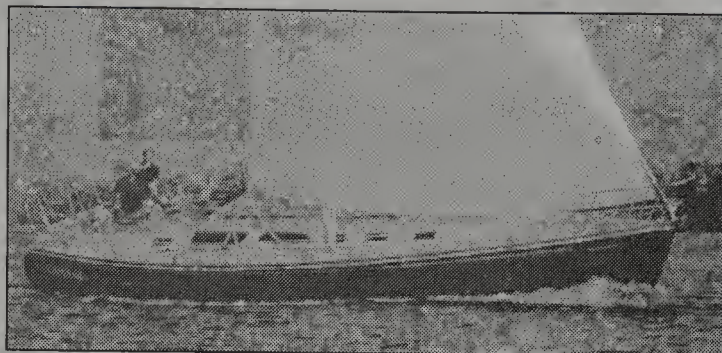
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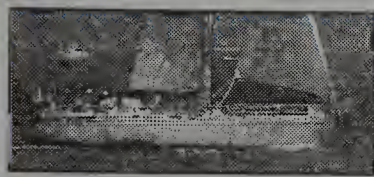
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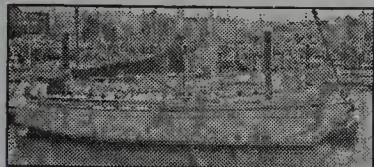
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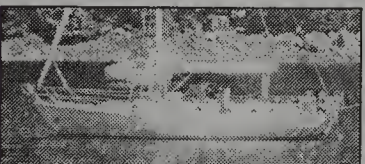
Pearson 424 \$104,500



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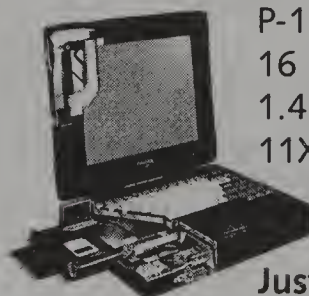
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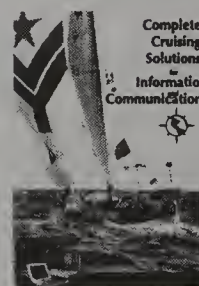
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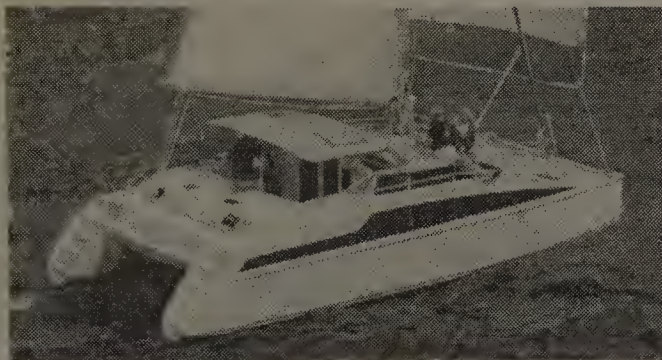


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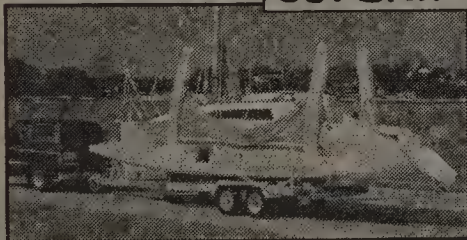
PDQ 32



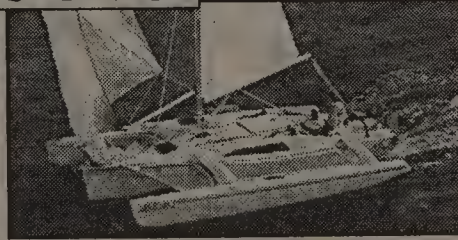
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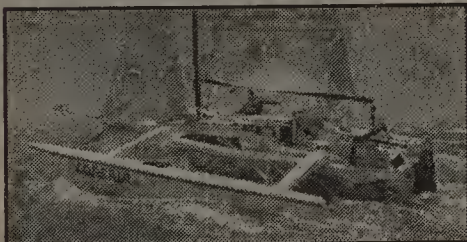
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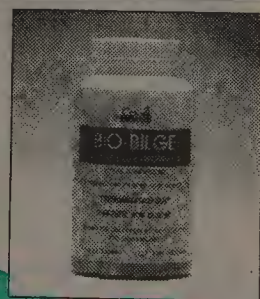
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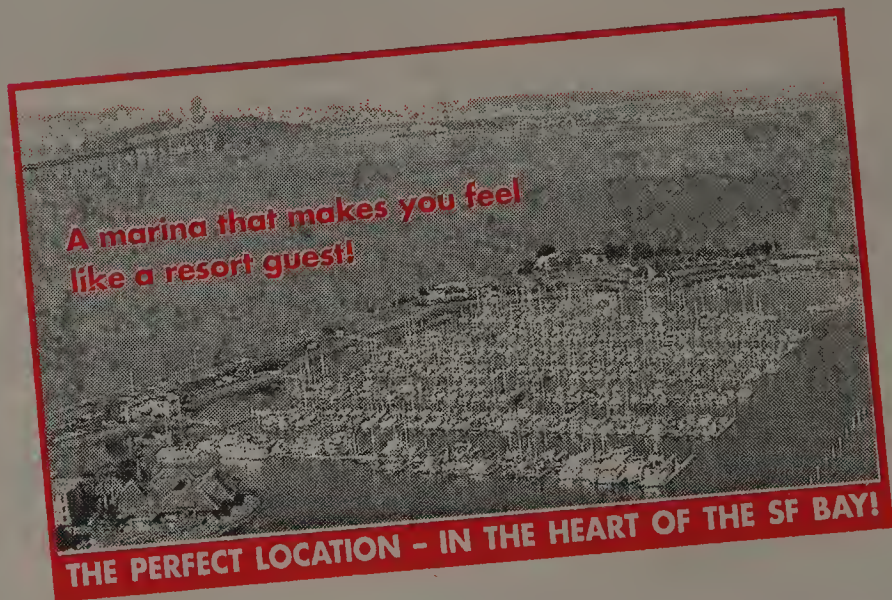
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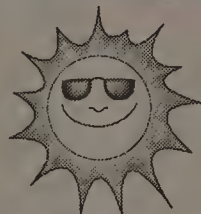


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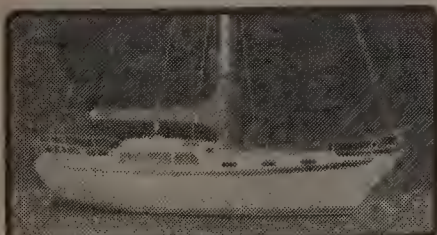
OUR NEXT GALA OPEN BOAT WEEKEND IS AUGUST 9-10



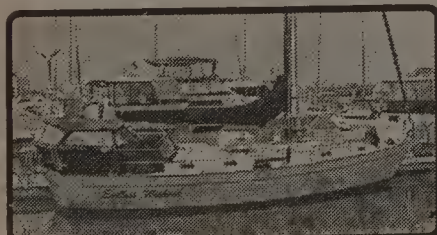
Come on Down Any Weather



Full Keel Aries 32

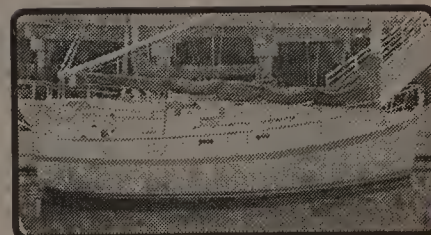


Liveaboard Islander Freeport 36



Loaded Passport 40

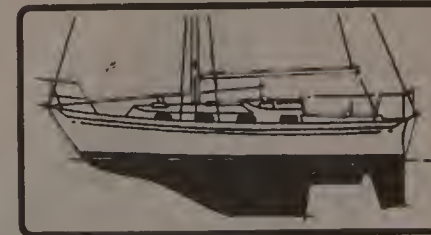
49'	Marine Trader, 1979	\$167,000
44'	Hylas, 1986	\$175,500
40'	Passport	New Listing \$169,000
37'	Hunter, 1979	New Listing \$37,000
36'	Islander Freeport, 1978 ...	Just Arrived!! \$45,000
34'	Mariner, 1978	New Listing \$59,500
34'	Ticon Cat Ketch, 1988	\$59,500'
32'	Aries 32, 1983, full keel	\$44,900
32'	Ericson, 1973	New Listing \$22,900
32'	Ericson, 1970	\$15,900
30'	Catalina, 1990	\$46,500
30'	Catalina, 1987	New Listing \$31,500
30'	Catalina, 1978	New Listing \$21,500
30'	Catalina, 1979	\$21,500
30'	Catalina, 1978	New Listing \$13,900
29.9'	Bristol, 1977	New Listing \$25,500
27'	Dartsailer, 1980	Just Arrived!! Call for price
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CALENDAR

Nonrace

Aug. 1-3 — Pacific Seacraft Owners' Annual Rendezvous at Clipper Cove (Treasure Island). Steve Goghlan at Cruising Specialists, (510) 521-5544.

Aug. 8, 1974 — Richard Nixon resigned.

Aug. 8-10 — 10th Annual Metal Boat Festival at Oak Harbor, Whidbey Island, WA. Seminar tickets are \$10. Metal Boat Society, (360) 856-5316.

Aug. 8-10 — First Annual Tayana Rendezvous at Angel Island. "No sea stories or Jimmy Buffet songs allowed." Neil at Pacific Yacht Imports, (510) 865-2541.

Aug. 9-10 — Open Boat Weekend at Marina Village in sunny Alameda. For more info, call any broker in the complex or the Harbormaster, (510) 521-0905.

Aug. 18 — Full moon.

Aug. 19 — SF Bay Oceanic Crew Group Meeting, featuring a speech by Dr. Sibylle Shulz on Greenpeace and their various worldwide activities. Ft. Mason Center, Building C, Room 210, 7 p.m. Free and open to all sailors. Info, 979-4866.

Aug. 22-24 — Flicka Summer Rendezvous at the Isthmus (Catalina Island). BBQ, private beach, great prizes including a GPS donated by Dreamcatcher Yachts. All aficionados of these Pacific Seacraft built boats are invited. Jill Geary, (714) 495-5990.

Aug. 23 — Booksigning by Mill Valley author and sailor Peter Nichols, whose recent novel *Sea Change* has been well-received. 1-4 p.m. at the Armchair Sailor in Sausalito. Details, 332-7505.

Aug. 23 — Boat Bazaar at Foster City's Boat Park. Sell, swap or donate your nautical junk. Selling spaces are free. Foster City Recreation Center, 286-3380.

Aug. 23 — 7th Annual Vallejo YC Flea Market, 9 a.m. 'til whenever. "If it's legal, sell it!" Toni, (707) 642-1996 or Tina, (707) 645-9308.

Aug. 23 — "Sail Trim," a seminar presented by UK sailmaker Wayne Sharp at the South Beach YC, 3:30 p.m., free. Susie Fay, 356-4970.

Aug. 23-24 — Ericson 27 Cruise to Angel Island. BJ Blackburn, 927-4565.

Aug. 23-24 — Free demo rides on the fast and fun F-27 trimaran. Call Helms Yacht Sales at (510) 865-2511 for arrangements.

Aug. 23-24 — NCYSA symposium/regatta for youth sailors, held at Sequoia YC. Hal or Anne McCormack, 892-7177.

Sept. 5 — Lake Washington SC night sail and potluck dinner, followed by fireworks in the Port of Sacramento, 6 p.m. Fred Turner, (916) 737-8966.

Sept. 5-7 — 21st Annual Wooden Boat Festival in scenic Port Townsend, WA. Info, (360) 385-4742.

Sept. 6 — Flea Market at the Sausalito West Marine, 7 a.m. to 3 p.m. Call the store for details, 332-0202.

Sept. 10 — So you want to sail to Hawaii? Come to the opening seminar of the biennial SSS TransPac preparation seminars, 7:30 at Oakland Yacht Club. Seminars will be the second Wednesday of each month through next June. Free! Terry McKelvey, (510) 527-9433.

Sept. 10-11 — Tides and Currents Lecture by Kame Richards, 7 p.m. at the Bay Model in Sausalito. \$10 admission to benefit the Model. RSVP, 332-3871.

Sept. 10-14 — Lake Union Boats Afloat Show, a big in-the-water boatshow up in Seattle. Shoreside exhibits, seminars and over 200 boats to check out. Northwest Yacht Brokers Association; Mindi Fowler, (206) 932-4663.

Sept. 13-14 — Westsail Owner's Association Rendezvous at San Pablo YC: guest speakers, pot luck dinner, general mayhem. Mike Sisson or Debbie Langstaff, (707) 446-5966 (days).



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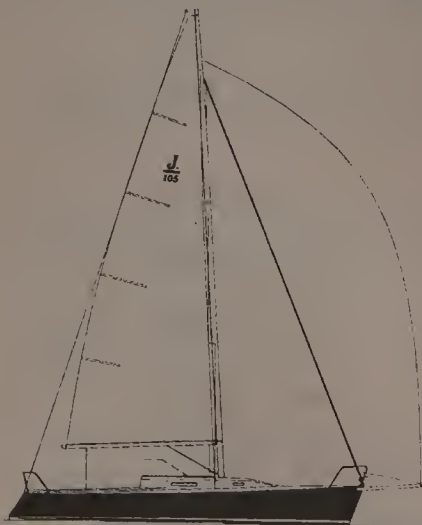


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CALENDAR

Sept. 13-21 — Northern California Fall Boat Show at Jack London Square. Seminar series will feature Hal Schell, Bob Perry and others. NCMA, (510) 452-6262.

Sept. 20 — Alameda YC's Nautical Flea Market, 8 a.m. to 1 p.m. Linda Wheeler, (916) 621-0108.

Racing

July 28-Aug. 10 — Europe Dinghy Worlds, big fun in little boats. About 150 sailors from 20 countries will compete on the Cityfront. StFYC, 563-6363.

July 31-Aug. 3 — Laser Nationals. Cal YC, (310) 823-4567.

Aug. 1-3 — Laser II and Laser Radial Nationals in Richardson Bay. San Francisco YC, 435-9133.

Aug. 2 — McNish Classic Boat Race, the 20th anniversary edition of this Channel Islands Harbor event for traditional wooden yachts. Pacific Corinthian YC; Dick McNish, (805) 985-3540.

Aug. 3-9 — El Toro North Americans at Kaneohe Bay. Diane Krohl, 592-0242.

Aug. 7-10 — Moore 24 Nationals at Santa Cruz YC. Howard Ruderman, (408) 427-0449.

Aug. 9 — Ocean-Bay-O, the first ocean race of the second half. Tempt the South Tower Demon twice in one day! Treasure Island YC; YRA, 771-9500.

Aug. 9 — Navy Regatta, three short PHRF races on Monterey Bay hosted by the Naval Postgraduate School Sailing Association. Keith Davids, (408) 642-9811.

Aug. 9-10 — Frank's Tract Regatta. Andreas Cove YC, (916) 989-3565.

Aug. 13 — SSS LongPac Race, 200 singlehanded miles out into the Pacific and 200 back. This race is a qualifier for next summer's solo TransPac. Paul Miller, 924-0767.

Aug. 14-17 — J/24 North Americans, featuring 30-40 boats warming up for next summer's Worlds on the Bay. StFYC, 563-6363.

Ten Years After, from a *Latitude* article called "The 1987 J/24 NAs — The Kostecki Cup": John Kostecki, on a busman's holiday from his hectic Olympic Soling campaign, decided to stay at home the last week in July and do a little J/24 sailing. There was this 70-boat regatta — the tenth annual J/24 North Americans — virtually in his backyard, and it looked like a good time. A lot of his friends would be there and besides, he had a spare week before the pre-Olympic Trials in San Diego.

It turned out to be a worthwhile 'vacation' on the Berkeley Circle. The 23-year-old sailmaker annihilated the fleet, posting scores of 16-1-1-1-1-1 in the tough six-race, no throwout regatta. Ironically, Kostecki's chances of adding the J/24 NAs to his burgeoning list of credentials almost ended before they began: a few minutes into the first race, a 40 degree windshift caught him on the wrong side of the course. After rounding the windward mark in 45th, Kostecki got down to business, knocking off 29 boats to finish 16th.

This remarkable comeback — passing even ten boats in that situation would have qualified as a minor miracle — saved the regatta for Kostecki. He followed that effort ("our worst finish, but our best race") with an equally incredible five straight bullets, running over the likes of two-time world and national champion Ken Read, former J/24 and Laser world champion, Ed Baird and others. It was a virtuoso performance that left competitors in awe. You could almost picture Kostecki's dazed victims shaking their heads and mumbling to themselves like the scene in *Butch Cassidy and the Sundance Kid* when Newman turns to Redford and says incredulously, "I can't do that. Can you do that? . . . Who are those guys?"

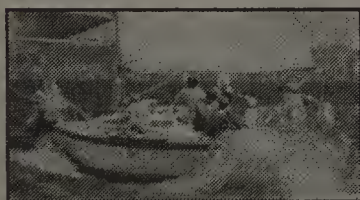
(Those guys, in addition to Kostecki, were Vince Brun, Matt Ciesicki, Jim Barton and Stu Eddings. Rounding out the top

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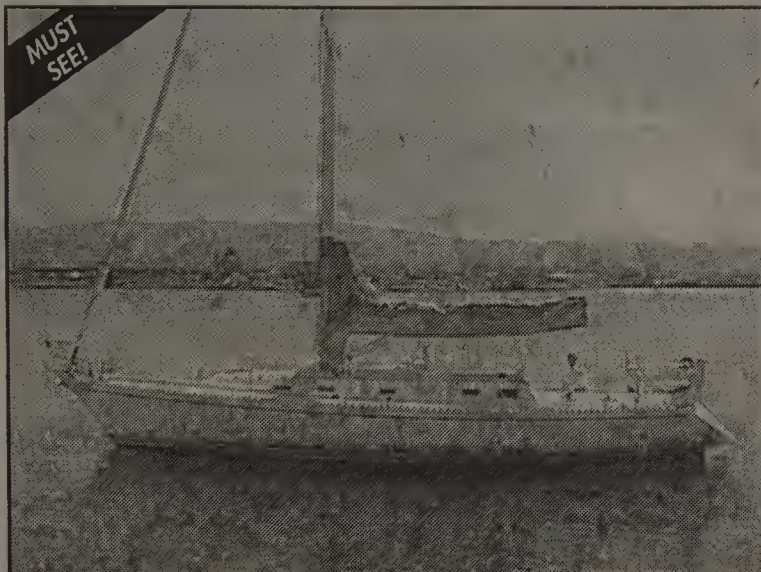
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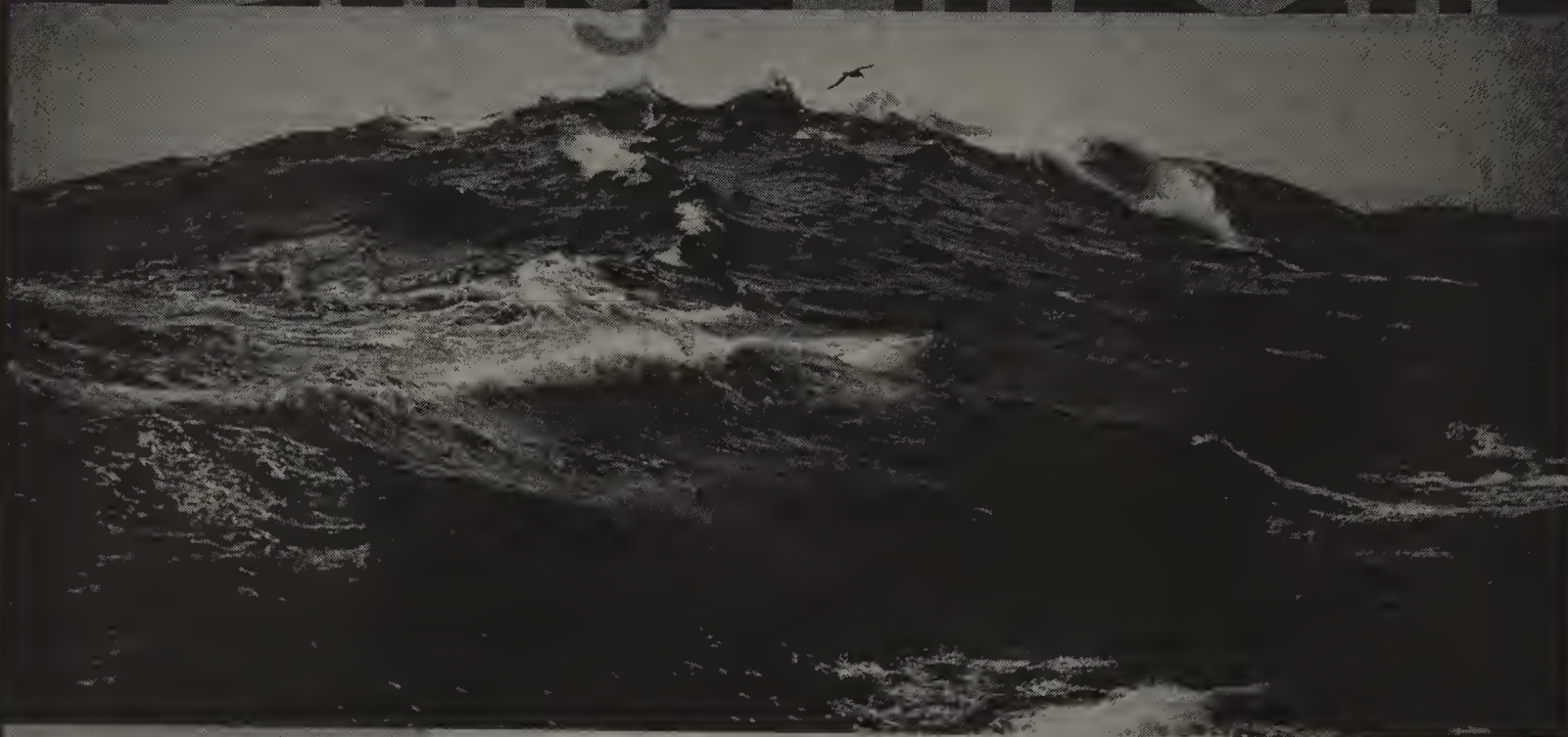
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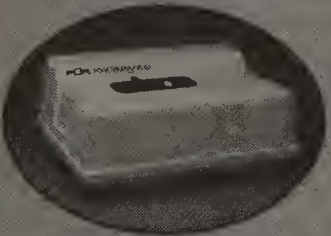
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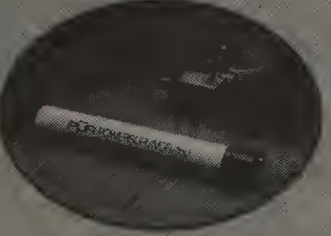
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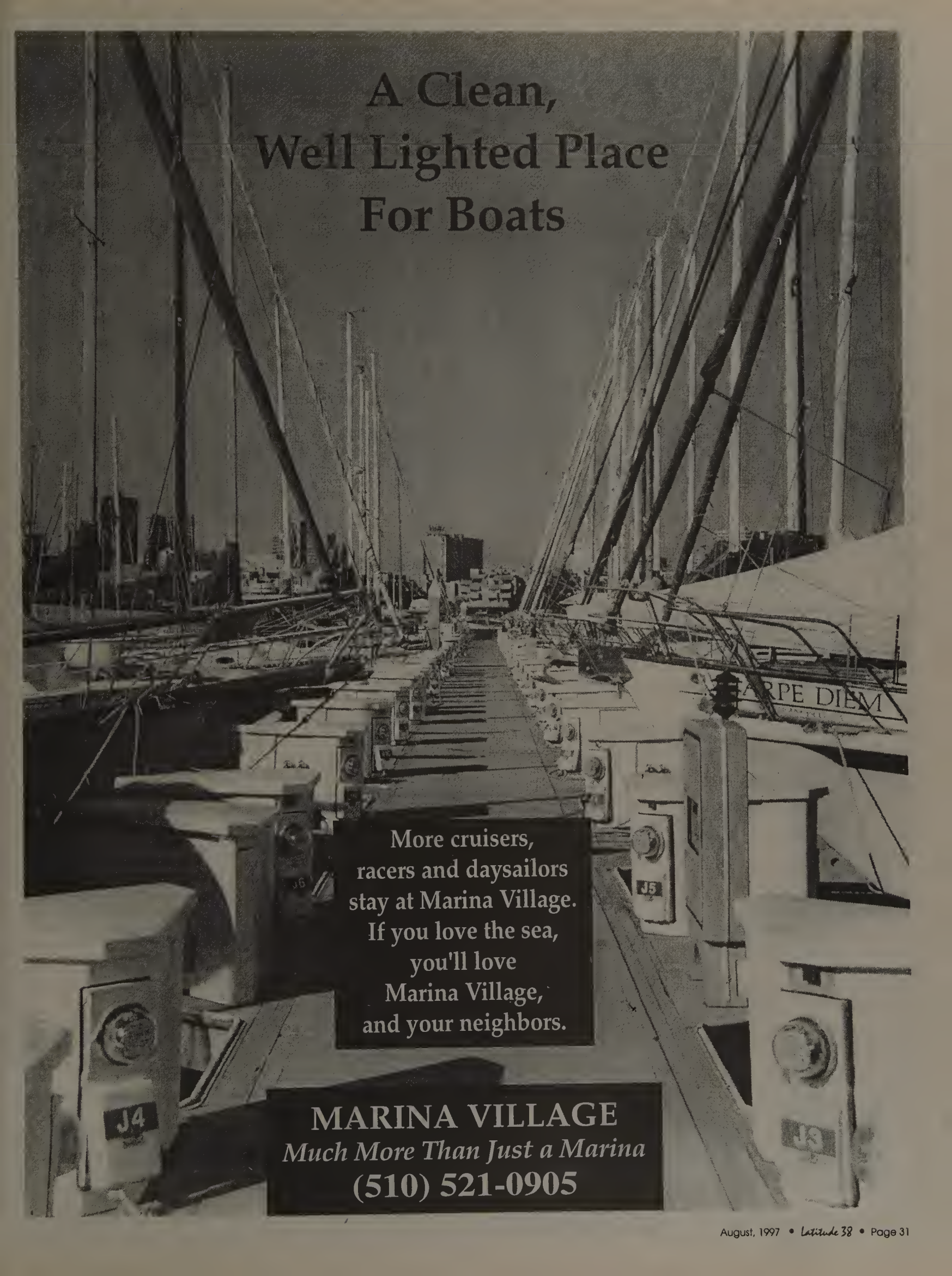
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CALENDAR

ten in that now-legendary regatta were Doug Rastello, Larry Klein, Jeff Madrigali, Ed Baird, Will Baylis, Ken Read, Eric Arndt, Yan Rogers and Kimo Worthington.)

Aug. 16 — South Bay YRA race #5, hosted by Coyote Point YC. Mike Dixon, (510) 635-5878.

Aug. 16-29 — International 14 Worlds: "The Death Roll Dog Brothers kick out the jams and do the wild thing!" About 80 boats are expected, including 26 from England, 8 from Oz, and 6 each from NZ and Japan. Richmond YC, (510) 237-2821.

Aug. 17 — Gracie & George Regatta. Encinal YC; Margaret Fago, (510) 522-13092.

Aug. 20-22 — 50th Mercury Nationals. StFYC, 563-6363.

Aug. 23 — SFYC's Farallones Race, the quintessential Northern California ocean race. YRA, 771-9500.

Aug. 23-24 — Sportboat/Simpson Regatta for J/24s, J/105s, 11:Metres, Etchells and Melgi. St. Francis YC, 563-6363.

Aug. 29-30 — Windjammers Race: will another West Coast record fall? *Mirage* and possibly *Lakota* will take a shot at *Merlin's* 5 hqr, 58 minute milestone. This is also leg one of *Latitude's* Labor Day Weekend Ironwoman Challenge (any sailor who does this race, the Jazz Cup on Saturday, and then the NOOD Regatta on Sunday gets a write-up in the magazine as well as a T-shirt). YRA, 771-9500, or Tim Stapleton, 232-8750.

Aug. 30 — Jazz Cup, co-hosted by South Beach YC and Benicia YC. No jazz festival anymore, but still a great sail. Richard Smith, 344-9661.

Aug. 30-Sept. 1 — Master Mariners' Chicken Ship Regatta, the "regatta most feared by yachting purists." A low-key cruise/race to historic Petaluma, followed by sea stories, dancing, model boatbuilding and more. Dick Wrenn, (510) 845-0555.

Aug. 30-31 — GMC/*Sailing World's* San Francisco NOOD Regatta for J/24s, Melgi, SC 27s, Express 27s, Hawkfarms, J/29s, Olson 30s, 11:Metres and J/35s. No multihulls were invited after last year's fiasco. StFYC, 563-6363.

Aug. 30-31 — Barth Perpetual Race, a two-day PHRF deal that starts near Hunters Point on Saturday morning and ends at RYC. On Sunday, the return race goes from Southampton Shoal to host Coyote Point YC. Charles Allen, 592-8018.

Aug. 31 — Tour Du Lac, a 20-mile race on Lake Almanor. Butte SC; Ben Sevdý, (916) 893-1286.

Sept. 6 — Sacramento Portfest, featuring racing for SBRA-type boats. Lake Washington SC; Fred Turner, (916) 737-8966.

Sept. 6-7 — IYC's Half Moon Bay Race. YRA, 771-9500.

Sept. 17-21 — 34th Annual Big Boat Series. It'll be hard to top last year's splendid regatta, but the following classes will give it a try: IMS grand prix, ULDB 70s, Turbo Sleds, 1D-48s, Express 37s, J/35s, J/105s and two classes of PHRF for boats 33 feet and up. StFYC, 563-6363.

Sept. 27-28 — Fall Citibank Cup at Pier 39, co-sponsored by Mercedes Benz and others. 11:Metre action at its best! Matt Gunderson, 705-5421.

Sept. 28 — Wallace Cup. OYC, (510) 522-6868.

Beer Can Series

BAY VIEW BC — Monday Night Madness, Fall Series: 8/11, 8/25, 9/8, 9/29. Dan Bjork, 863-5012.

BERKELEY YC — Friday Night Races, every Friday night through 9/26. Paul Kamen, (510) 540-7968.

BENICIA YC — Thursday Race Series, 7/10-9/25. Kathleen Jones, (707) 746-0739.

CORINTHIAN YC — Friday Night Series, through 9/12. CYC, 435-4771.

COYOTE POINT YC — Wednesday Night Beer Can Races through October 8. Kevin Knick, 347-4850.

ENCINAL YC — Friday Night Twilight Series. Summer: 8/1, 8/15, 8/22, 9/5, 9/19, 10/3. Rob Moore, (510) 530-0460.

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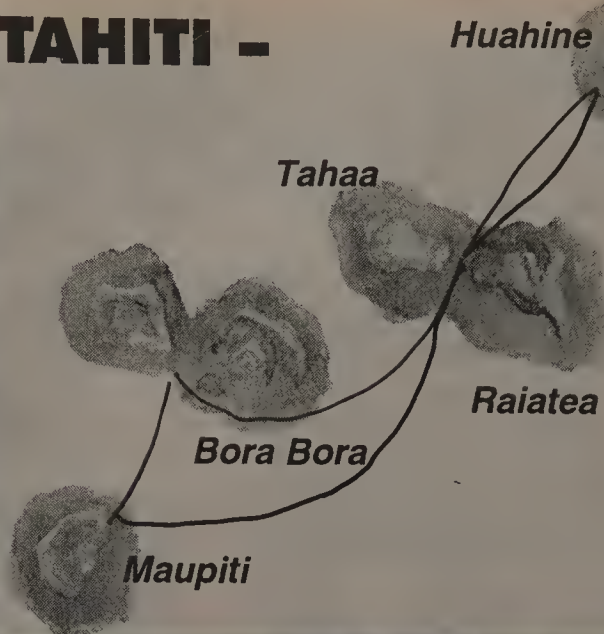
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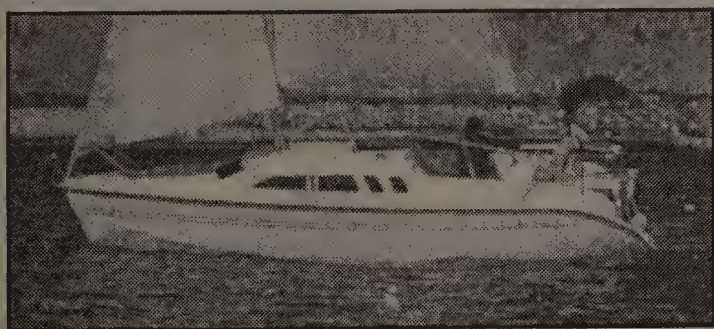
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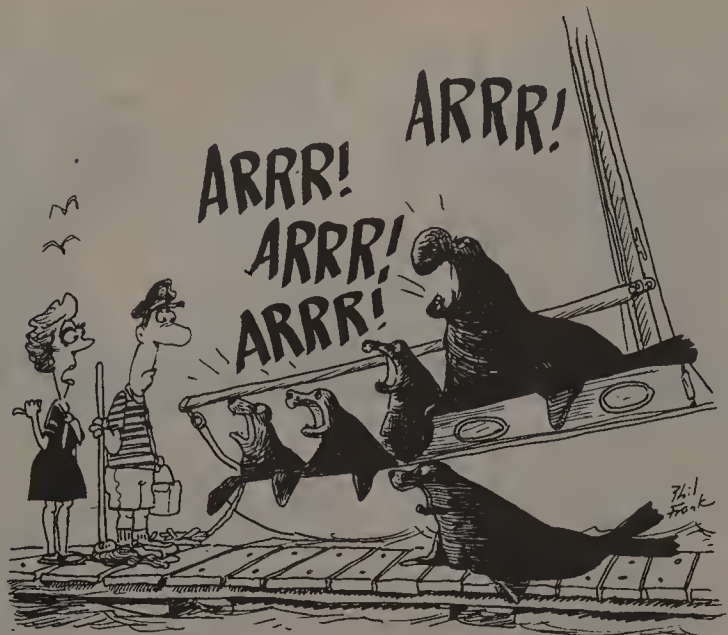
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CALENDAR

GOLDEN GATE/StFYC — Friday Night Beer Cans, through 9/5. GGYC, 3462628, or St. Francis YC, 563-6363.

GOLDEN GATE YC — Wednesday Night Woodies. Every evening from 8/6 to 8/27. Ed Welch, 851-3800.

ISLAND YC — Friday Nights on the Estuary. Second half: 8/8, 8/22, 9/12, 9/26. Joanne McFee, (510) 534-7317.

LAKE WASHINGTON SC — Spring Series, alternate Thursday nights 'til the end of DLS. Fred Turner, (916) 737-8966.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 10/8. Jim Craig, (408) 647-1264.

OAKLAND YC — Sweet 16 Series, every Wednesday night through 9/10. George Gurrola, (510) 843-9417.

OYSTER POINT YC — Friday Night Races: 8/22, 9/26. Alec Kercso, 327-0611.

PITTSBURG YC — Thursday Night Series, through the end of Daylight Savings Time. Vernon Huffer, (510) 432-0390.

RICHMOND YC — Wednesday Night Series: 8/6, 8/20, 9/3, 9/17. The Lavines, (510) 237-2821.

SANTA CRUZ — Wet Wednesdays, through 10/22. Larry Weaver, (408) 423-8111.

SAUSALITO CC — Friday Night Series: 8/1, 8/15, 8/29, 9/12, 9/26. Dorothy Stouffer, 479-4678.

SAUSALITO YC — Tuesday Night Sunset Series: 8/1, 8/15, 8/29, 9/12, 9/26. Pat Broderick, (707) 528-2109.

SEQUOIA YC — Wednesday Nights, through 10/22. Randy Hough, 365-6383.

SOUTH BEACH YC — Friday Night Races: 8/1, 8/15, 8/22. Cliff Albergotti, 5520293.

STOCKTON SC — Wednesday Night Races, through 8/27. Also Saturday nights, 8/2-8/27. Dana Badley, (916) 684-8930.

TIBURON YC — Friday Night Races: 8/1, 8/15, 8/22, etc. Jerry Tostenson, 3899144.

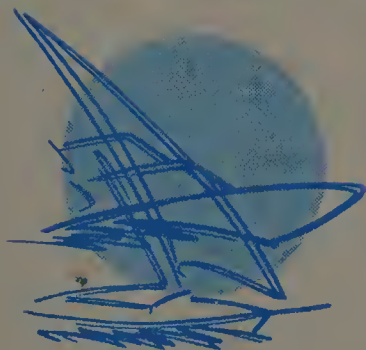
Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

August Weekend Currents

8/02Sat	0056	0411/4.6E	0805	1114/3.9F
	1417	1646/2.5E	2001	2250/2.9F
8/03Sun	0138	0447/4.6E	0842	1146/3.8F
	1453	1717/2.7E	2040	2326/2.9F
8/09Sat	0008	0252/2.1F	0552	0843/2.8E
	1158	1509/2.5F	1818	2115/3.1E
8/10Sun	0106	0347/1.9F	0653	0933/2.3E
	1240	1556/2.2F	1902	2207/3.2E
8/16Sat		0252/4.9E	0650	0951/3.9F
	1308	1527/2.8E	1844	2137/3.3F
8/17Sun	0030	0342/5.3E	0735	1034/4.3F
	1350	1615/3.3E	1932	2226/3.6F
8/23Sat	0000	0250/3.4F	0602	0836/3.3E
	1206	1502/3.2F	1808	2106/4.2E
8/24Sun	0105	0356/3.0F	0711	0933/2.6E
	1304	1559/2.7F	1902	2204/4.0E
8/30Sat		0316/4.0E	0701	1012/3.5F
	1307	1557/2.5E	1903	2159/2.8F
8/31Sun	0041	0352/4.1E	0740	1046/3.6F
	1343	1622/2.7E	1943	2236/3.0F
9/01Mon	0124	0425/4.1E	0816	1116/3.5F
	1416	1649/3.0E	2020	2310/3.1F

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LETTERS

DOCUMENTATION, REGISTRATION — OR BOTH?

The following letter appeared in our May 1997 Seven Seas Cruising Association newsletter. It should be of interest to anyone with a boat headed toward Florida. This letter also raises a question, as we thought that you either registered your boat with a state or had it documented with the federal government — but not both!

Dear SSCA,

All SSCA members cruising in/through Florida should be aware of the state's requirement that all vessels must be registered. This means that even documented vessels must be registered in some state. Florida will grant reciprocity for up to 90 days for those registered in other states, but they must be registered. We were cited by the Florida Marine Patrol on the west coast of Florida for being unregistered. We argued that we were a federally documented vessel. No deal!

In the opinion of the six Florida Marine Patrol officials that I talked with, should your home state not require that a documented vessel be registered, you might prevail in court, but it would by no means be certain. However, the quickest we could schedule a court date was 73 days from the date of the citation, so even if we had won, we would have been in violation — since we would have run out the 90 day reciprocity! It's a Catch-22 for cruisers. The catch is that unless you can register your boat immediately, you may be cited again and again for as long as you are in Florida waters with an unregistered vessel. Cruisers beware!

Associates Bruce and Ellie Murray
Encore, Brewer 42

Does anyone know of any other states that are playing this game? If so, *Latitude* should at least put out a warning.

We hope to see you this fall on the Baja Ha-Ha.

John and Sylvia Parr
Sonrisa, Valiant 40

San Francisco / Currently in Ensenada

John & Sylvia — According to a spokesperson for the Florida Marine Patrol, if you use your boat "continuously" for 90 days or "off and on" for 180 days in Florida, you are required to register the boat in the Sunshine State. This is true even if the boat is already registered in another state or documented by the federal government. Now you get an inkling of how United Airlines feels when the S.F. Board of Supervisors says United can't run operations at SFO unless they offer benefits to domestic partners.

We don't know if demanding a second registration is legal or not — it probably isn't — but the Marine Patrol in the U.S. Virgin Islands tries to pull the same stuff. We always tell them that we just arrived from Jost van Dyke and to kiss off. Those Virgin crooks never did get anything from us. In any event, it costs about \$75 to register a 40-footer in Florida.

If you think it's bad for boatowners to visit Florida, consider the plight of drivers. If you stay in the Sunshine State for more than 30 days, they claim you must get a Florida driver's license. They contend that this is true even though it might invalidate the driver's license from your home state! However, both the Florida Marine Patrol and Florida's version of the Highway Patrol tell us that they don't waste much time trying to enforce either of the laws. Indeed, Big O was in Florida for several months last winter and it never became an issue.

If you just bought a boat, however, make sure you don't show up in Florida for at least six months. Why? If your boat is less than six months old, Florida says they'll hit you up for 7% in sales tax — even if you already paid the tax to another state. We don't think that's legal either, but it would probably cost you more to fight it than pay it. We suppose that all we cruisers can be thankful that Florida is such a boring and unattractive place.



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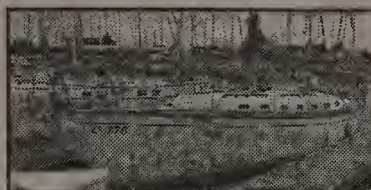
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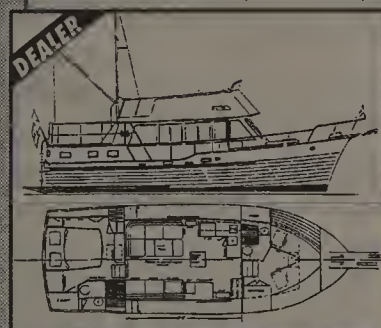


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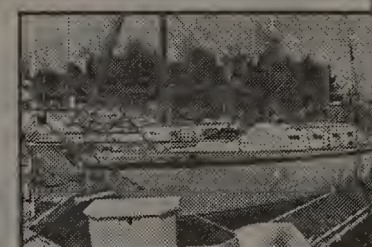
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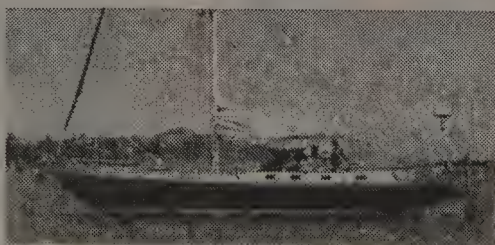
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LETTERS

THE SYSTEM KNEW WE WERE IN TROUBLE

While reading the spots off my May issue, I noticed the letter concerning 406 EPIRBs. Having recently used ours, I guess I can't resist putting my oar in.

While making a passage from Tarawa to Honolulu last November, our mast fell down about 800 miles south-southwest of Honolulu. I say 'fell down' because weather was not a factor. The forestay failed as I unfurled the jib one morning, and there was just enough wind to bring down the rig before I could figure out what was happening. As best we can figure, the problem was most likely metal fatigue at the swage — this on a boat that's less than five years old.

At any rate, after clearing up the debris we activated our Litton 406 EPIRB and started for Hawaii under power — knowing that the remaining 64 gallons of fuel wasn't going to get us anywhere near Hawaii and that a diversion to Fanning Island would not improve our position. To make a long story short, a C-130 came by to see that we were OK, and the Joint Rescue Coordination Center in Honolulu found a tanker for us — I'm assuming through AMVER — and the rest of the passage was a long and boring motor trip.

We checked with the JRCC when we arrived in Honolulu and discovered that a satellite had picked up our beacon almost immediately. The system knew that *Wendigo* was in trouble in about two minutes. In just 15 minutes they knew where we were. There have been so many accidental EPIRB activations that the Coast Guard made a couple of phone calls to our contact numbers to see what kind of flakes we might be before deciding to launch the C-130.

I guess I feel that anyone who goes out of sight of land should carry an EPIRB. Along with that comes the responsibility to secure the damn thing so that it can't be accidentally turned on and is out of reach of small children. This does not, however, mean that I support for one second New Zealand's efforts to dictate to the world what kind of equipment cruisers must carry — particularly when they don't even require lifejackets on their own boats in home waters.

Latitude is providing a great forum for these discussions — don't stop!

Brad Newell

Wendigo

Presently at Waikiki YC, Honolulu

Brad — We're going to make the obvious assumption that the reason you set off your EPIRB rather than using an SSB or Ham to alert the Coast Guard is that your long-range broadcast capability went over the side with your mast. In any event, wouldn't it have been cool if you could have alerted the Coast Guard to the nature of your problem without their having to go to the expense of sending out the C-130?

As it turns out, in just a month or two Magellan will be stocking chandleries with just such a device, the GSC 100. The 'global satellite communicator' is a combination GPS and device for sending e-mail messages from anywhere in the world. At a street price of less than \$1,000 and about \$15 a month in fees, this sounds like a hot item for both safety and convenience. See this month's Sightings for more details.

JUST LEARNING

I've been a powerboater most of my life, starting at age 13 with a sail-less *El Toro* that I'd power along the Oakland Estuary and out into the Bay. Some 40 odd years later I discovered your great publication, which got me started dreaming about sailboats.

My wife and I attended a boat show in Sacramento in '96 and boarded just about every boat on display. The price tags



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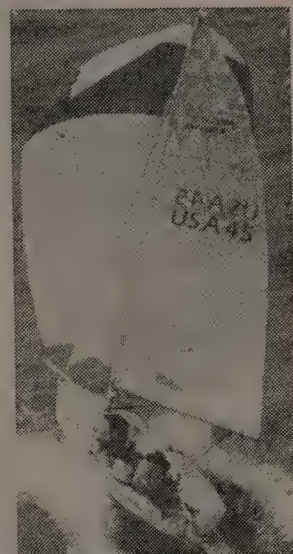
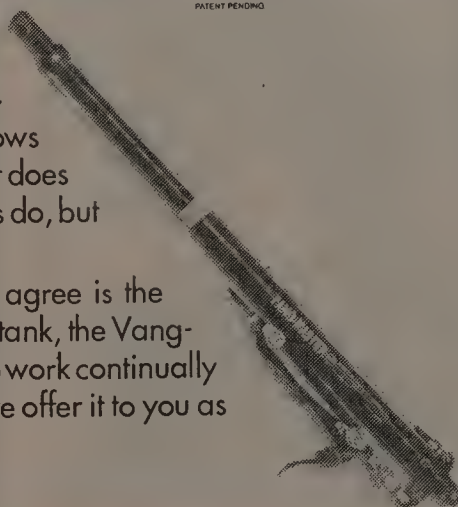
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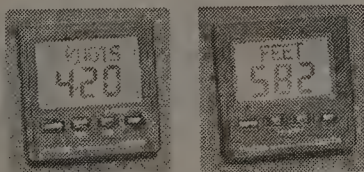
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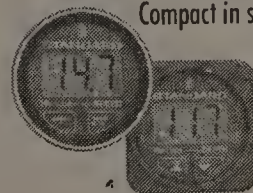
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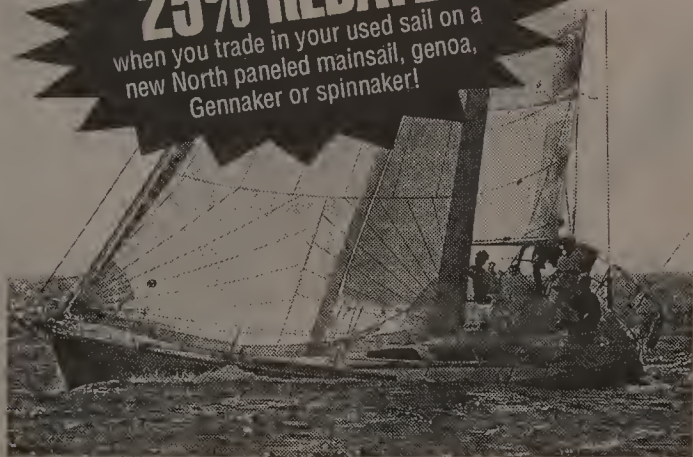
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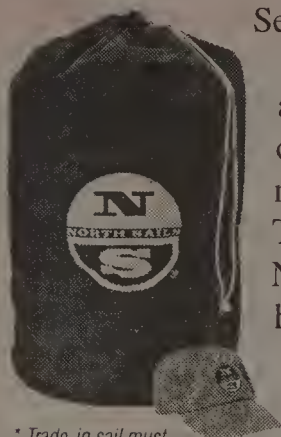
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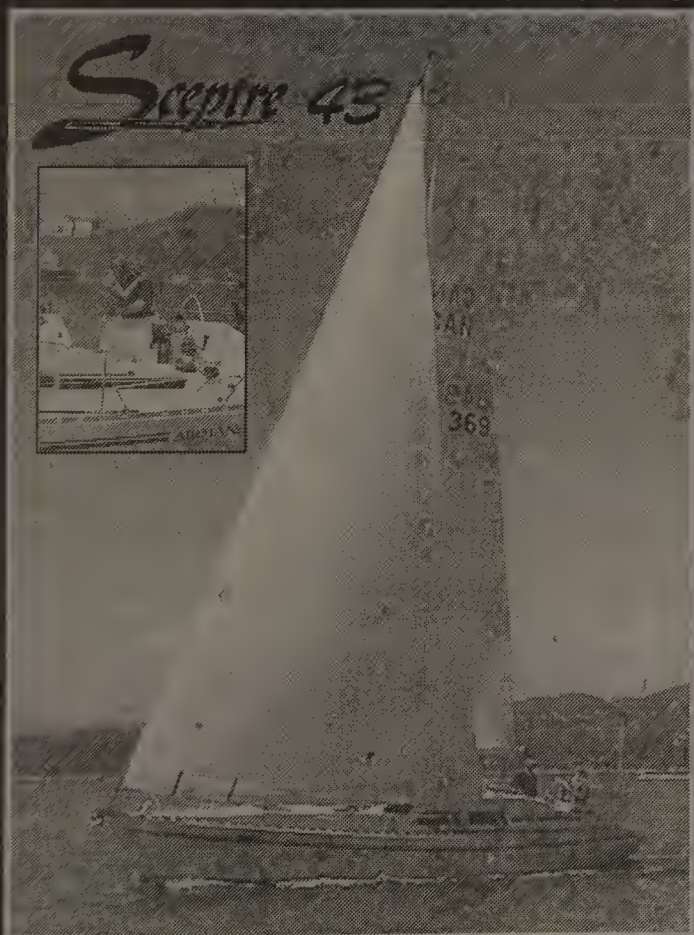
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AX3	8'6"	4	\$1525	\$1199
AX4	9'6"	6	\$1785	\$1399

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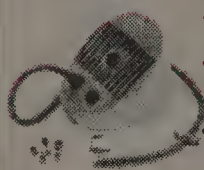
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LETTERS

were way out of our budget and, as I mentioned, I'd always been a 'power person'. I explained to my wife that if we bought a powerboat, we could go anywhere 'right now', but if we bought a sailboat — the kind 'dreams are made of' — we'd both need to take lessons. As we were leaving the show, we both noticed a boat we hadn't seen yet, a MacGregor 26X. She was rather big by my standards, had a sail, and an unusually large motor for a sailboat. But after climbing aboard and having a look on deck and down below, we were hooked!

Jeff, from Arena Yacht Sales in San Rafael, explained that we could power the boat while we gradually learned to sail. The MacGregor 26X might not be the boat for everyone, but after a year with a mast above our heads and a fair-sized motor aft, she works for us.

We spend most of our boating time either at Lake Tahoe or on San Francisco Bay, but this month we went on an adventure. After trailering the 26X to Anacortes, we sort of got lost in the San Juans — and had a great time. Then we trailered her up to Canada and went on our adventure to find Wallace Island in the Gulf Islands. Once privately owned by a young couple who lived on it from '47 until the '60s, it's now a marine park.

In any event, we're learning as we go and may even take some sailing lessons. And who knows, if I can convince my sweet wife that it's all right to sail on 'bluewater', we might upgrade to a larger — although somewhat slower — boat.

In any event, keep up the great publication and thanks for being there when we needed you. *Latitude* has the stuff that dreams are made of as well as good information. I love the *Letters* as well as, of course, the *Classy Classifieds*.

Ken and Gwen Grewe
Simple Pleasures
Shingle Springs, California

Readers — For those of you not familiar with the MacGregor 26X, she's a utilitarian-looking 'motorsailor' that, when powered by a 40 hp outboard, can whiz along at 20 knots.

The difference between motorboating and sailing? Powerboating is usually a means to an end while sailing is usually an end in itself.

HA-HA ACROSS THE PACIFIC

I left Ventura last October bound for Grenada aboard the Swan 61 *Paladin*. While on another trip aboard the Swan 61 *Ngoni*, I intercepted a copy of the February *Latitude*. Alas, I only kept page 34, where a brief mention was made about the possibility of a 'Ha-Ha Across the Pacific'.

I'm planning on buying a boat in Florida or the Eastern Caribbean, and would look forward to such an event. Can you give me any details?

Tom Medwick
London / Brentwood

Tom — The Wanderer — who has been the Grand Poohbah for all but one of the Baja Ha-Ha's — thinks it would be fun to sail to Auckland for the America's Cup in '99 and Sydney for the Summer Olympics in 2000. He believes the adventure might be even more lively if it was part of a loosely-organized event along the lines of a Baja Ha-Ha — but with plenty of time for individual adventuring on the side.

The Wanderer's current thinking is that the event would start with the Baja Ha-Ha in October of '98. After that, folks could either return to work in the States or cruise Mexico on their own for three months. In late February, the group would reform in Puerto Vallarta for a staggered start passage to the Marquesas.

Once in the Marquesas, the fleet would disperse for six to eight weeks of cruising in the Marquesas, the Tuamotus, and the

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LETTERS

Societies. Why disperse? 1) Because most South Pacific islands and atolls would be overwhelmed by even a smallish group of boats; 2) because the Wanderer doesn't like to encourage sheep-like behavior; and 3) because the whole idea of cruising is to meet new people and see new things rather than hang out with the same crowd from California.

After regrouping at one of the Society Islands to trade adventure stories, the fleet would sail to Tonga or Fiji before breaking up again for another month or so of individual cruising. As you probably suspect, the Wanderer hasn't worked out an exact schedule yet, but the leg to New Zealand would be in late October or early November to take advantage of what's normally the best weather window for that sometimes difficult passage. Arriving in November would also give folks several months to enjoy the best of the America's Cup activities and New Zealand itself. When the Cup was over, the fleet would again regroup for the passage to Australia and the Olympics.

The entry fee would be about \$150, which would include about \$75's worth of the usual souvenir stuff, rally-style racing, and perhaps a few semi-organized events at places like Puerto Vallarta, the Musket Cove Resort in Fiji, and Neiafu in Tonga. Naturally participants could join or drop out as they pleased.

Would a 'Ha-Ha Across the Pacific' be significantly different from what buddy-boating cruisers have been doing for years? Not really. Participants would get a little bit more of a fixed schedule, some souvenir hats and shirts, a few semi-organized activities — and perhaps an interesting group dynamic. Naturally everyone would be 100% responsible for their health and safety, and whiners would be either keel hauled or left to their own devices in the Cannibal Islands.

Those interested in further details will have to check back to these pages at the beginning of '98, because the Wanderer doesn't like to plan too far in advance.

STILL STANDING AFTER 750 MILES

In our naivete, we decided to build our 44-ft steel cutter in a barn in Susanville — a Northern California town about 300 miles from the ocean. We figured the money we saved in rent could be used to pay a boat transporter to move our dream to the ocean.

When the boat was completed, we called about 15 different



You build it, we'll haul it — even from 300 miles inland.

movers. In about five of those calls nobody answered. Ten other times our calls were answered by phone machines that said, "Leave your name and number, and we'll call you." Three times they were answered by a human — who said, "Leave your name and number and somebody will call you."

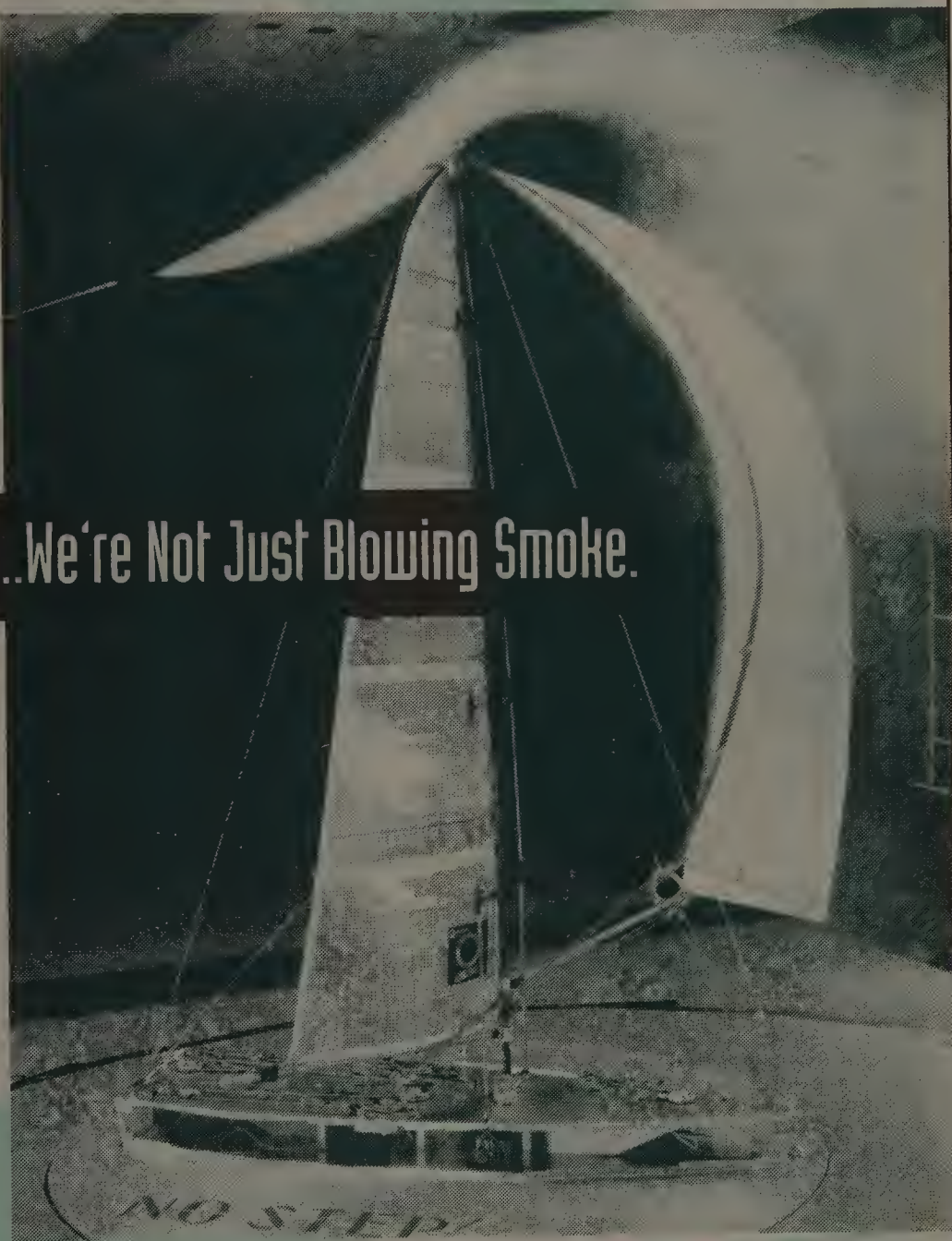
At this point I was about to turn one steel boat into one steel stock tank. Then I called Rio Linda Marine. Not only are they a class act, but they have a heart. I recommend them to anyone

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Testing, funded by Quantum and the Maryland Industrial Partnership, is underway at the Glenn L. Martin Wind Tunnel at the University of Maryland.

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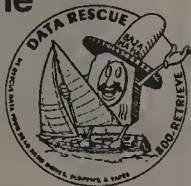
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- Oct. 26:** Skipper's Meeting/Kick Off
Party at Cabrillo Isle Marina at
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- Oct. 28:** Start of 360-mile first leg to
Turtle Bay
- Oct. 31:** Halloween Party at Turtle Bay
- Nov. 1:** Beach party at Turtle Bay
- Nov. 2:** Start the 240-mile second leg
to Bahia Santa Maria
- Nov. 4:** Lay day at Bahia Santa Maria
- Nov. 5:** Start the 170-mile third leg to
Cabo San Lucas
- Nov. 7:** Lucina and Phil's Broken
Surfboard Tacqueria Beach
party on the beach - where
else? - at Cabo.
- Nov. 8:** Final awards party sponsored
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Downwind Marine will host a
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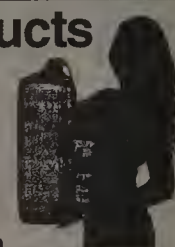


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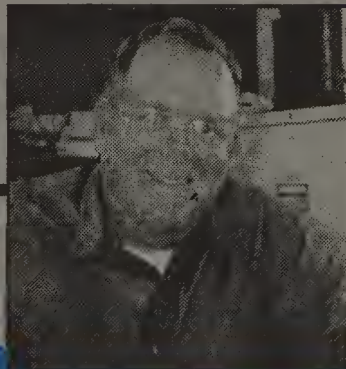
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Pete
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Owner/Manager

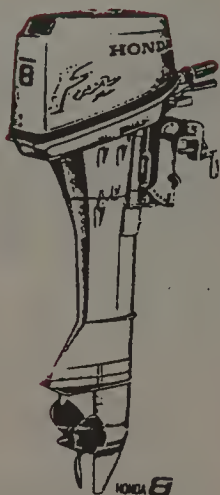
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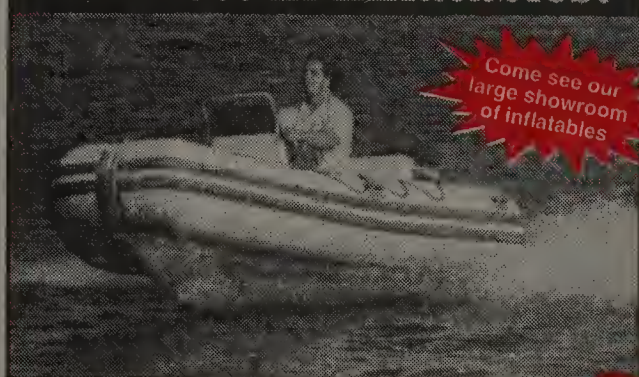
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LETTERS

looking to move a boat.

Dennis, our driver, was so smooth. Here's proof. I left a bottle of dish detergent in the galley sink, but after 750 miles and two days of driving it was still standing upright.

Having now splashed *Andromeda*, we're looking forward to making our next move on the water.

D.A. Thompson
Point Roberts, Washington

D.A. — We're glad you had good luck with *Rio Linda Marine*, but we wouldn't knock boat movers that had answering machines. In the name of efficiency, a lot of transporters are little more than a guy with a truck and an answering machine. And with low overhead comes low prices. So the next time you build a boat in a barn, don't wait until the last minute to find a mover to take her to the sea.

EVERY CONTACT IS AN OPPORTUNITY FOR GOOD PR

"Did you witness this incident?" Those were the last words the Coast Guard officer on the foredeck of the 41-footer said to us as they departed with their missing fender.

At about 2000 on June 6, my brother and I departed South Beach Harbor for an evening sail. As we motored north out of the marina we noticed what appeared to be two Coast Guard motor lifeboats and one San Francisco fireboat slowly circling beneath one of the Bay Bridge towers. Looking through my binoculars, it was immediately clear that they were searching for something. But it clearly wasn't a frantic all-hands-on-deck, call-the-helos, smoke-flares-in-the-water, inflatables, police-boats, channel-16-so-jammed-you-can't-hear-yourself-because-there's-a-jumper situation. If you've ever witnessed a real MOB or bridge jumper, you know the Coasties, police, fire, and everyone that can scramble goes hell-bent for leather to try to save the potential victim. While it's sad to watch these events unfold, the coordinated response by the authorities is impressive. But this wasn't one of those emergencies.

Peering through the binoculars again, I spotted an object floating in the water perhaps 100 yards south of a bridge tower. It looked suspiciously like a big fender. Since the three government boats were circling with increasing urgency in the area, we hailed them on VHF 16. There was no response — not even when we specifically called the "Coast Guard vessels in area of Bay Bridge."

So we motored toward the object in the water and boat-hooked what indeed turned out to be a big blue fender. As this happened, the fireboat left the scene and one of the Coastie vessels roared up behind us.

"Why did you pick that up?" shouted an officer from the foredeck.

"Because it's a hazard to navigation — the dangling line could easily foul propellers," I responded.

"Don't you know we use those to mark jumpers? Did you see a jumper from the Bridge?"

"You use smoke pots to mark jumpers," I replied, "not fenders."

"Can we have our fender back?" said the officer.

"Sure, here ya go. By the way, don't you guys monitor Channel 16? And why aren't you wearing your PFDs?" All right, the latter was either a stupid or gutsy comment, but I was pretty upset with their hostile response to the favor we were trying to do for them.

"Did you witness this incident?" the officer asked.

"What incident?" I responded, and they immediately roared off.

As far as I'm concerned, this was an example of the Coast Guard demonstrating poor judgement while conducting a train-

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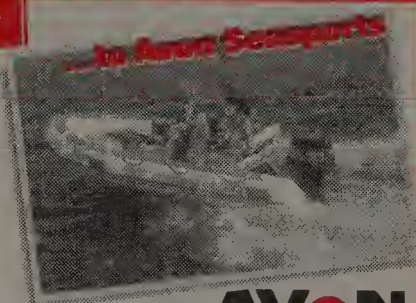
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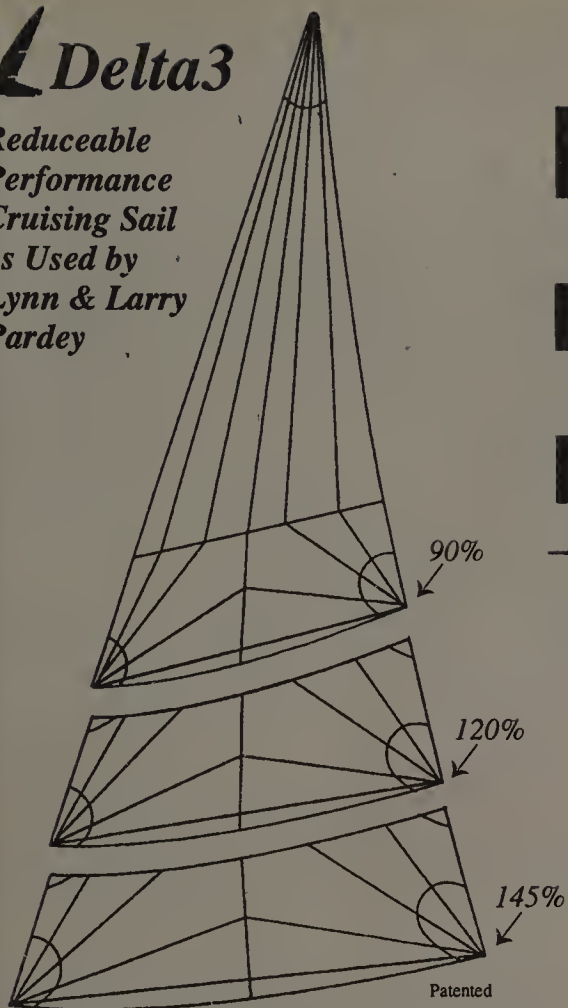


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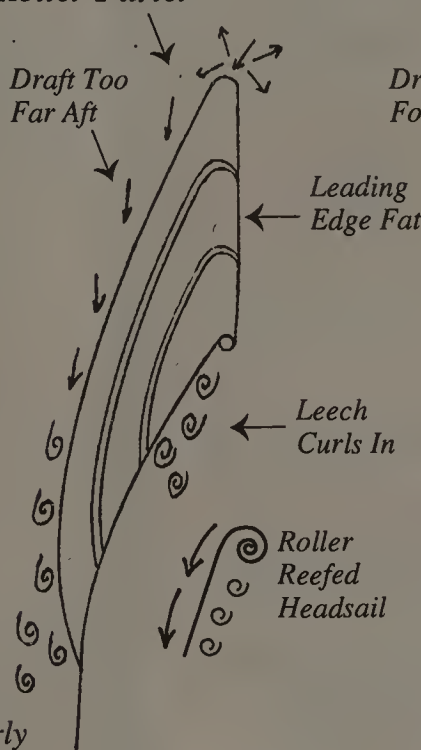
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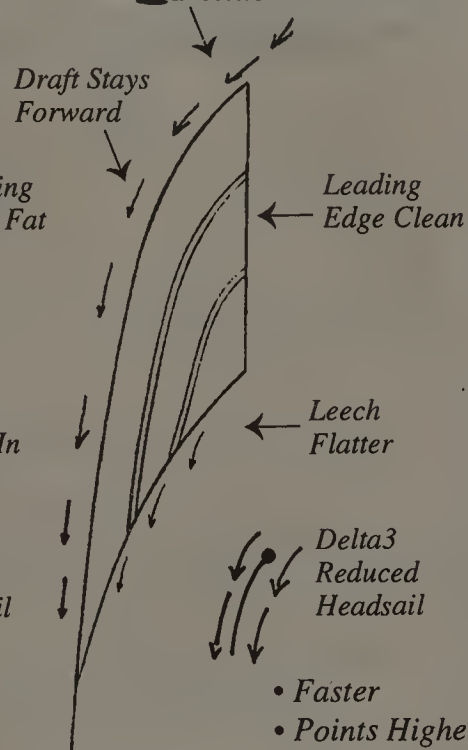
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LETTERS

ing exercise. For either they had just lost a fender overboard — which can happen to all of us humans — or they were practicing MOB's and lost the fender. Hey, that can happen, too!

But to fail to respond to a call on Channel 16 and to act hostile towards a boat trying keep other mariners from getting into trouble leaves the Coasties with yet another black eye.

Here's what I want to say to the Coast Guard: You guys perform an incredible service. I've seen you in action, and I tip my hat to you. And while you should be proud of what you do, you should also do yourselves a favor by getting some training in public relations. If you did, you'd learn that every contact is an opportunity for good — or bad — publicity.

The rest of our sail was very pleasant, thank you.

P.S. to *Latitude*: Please withhold my name and that of my boat. I'm more than up to snuff with safety gear and systems, and I won't let anyone sail with me who isn't wearing a PFD. On the other hand, I don't need the Coast Guard's help in this department.

Anonymous
South Beach Harbor

Anonymous — *The biggest mystery in all our years of publishing Latitude is what's behind the Coast Guard's relentless attempts to make their most ardent supporters hate them. It's truly bizarre.*

⚓ NO COST — OUR WORK IS GUARANTEED

From time to time I've heard boatowners criticize the work they've gotten at boatyards, but I know there's at least one yard that still takes pride in their workmanship and reputation. I'm referring to the Cabrillo Boat Shop on 22nd and Minor Streets in San Pedro, where Don and Dwayne Holland are carrying on their father's tradition of quality workmanship.

More than seven years ago I discovered that my Catalina 30 *True Luff* had blisters. So I took her to the Cabrillo Boat Shop, where they made a repair with methods that are similar to those used today. It was expensive but necessary. Last fall I discovered a few new blisters, but didn't think it was a real problem. But when I hauled out this year, the bad news was obvious: the blisters had returned in force!

When I spoke with Don Holland, he told me that this was the only recurrence of blisters they'd seen on a boat they had treated. 'Swell,' I thought to myself, 'I'm the one who gets the lucky break.'

But when I asked what the new repair would cost, Holland said, "There will be no charge, our work is guaranteed!"

Wow! Is that standing solidly behind your work or what? The project required 10 weeks of time and included labor, hauling the boat, the materials, and bottom paint. Interlux, who manufactured the bottom treatment, also participated in the warranty work.

Cabrillo Boat Shop commissioned my boat in '84, has done all of my maintenance since, and you can be sure they'll be getting my business as long as they're open and I have a boat!

Dale Thompson
True Luff, Catalina 30
Rolling Hills Estates

⚓ HE WAS AS BIG AS LIFE

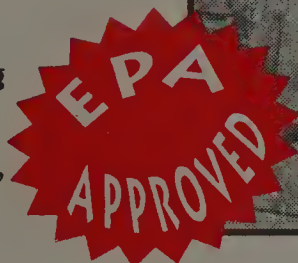
I was bumping around the waterfront a while back trying to find some parts for my 1914 Navy K steam launch *Fearless*, when I hurriedly snatched up a copy of the best of all sailing rags. But it wasn't until I got up to my mountain homestead and flopped my copy of *Latitude* on the coffee table that I realized the image on the front cover was that of my oldest and dearest sailing friend — and mentor — Kermit Parker. I called

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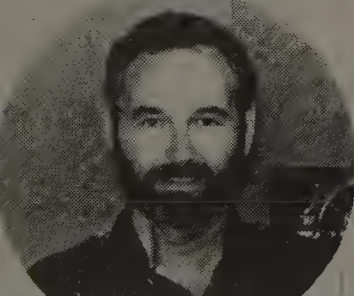
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LETTERS

to my girlfriend, "Hey Marie, get my glasses, I think there's a picture of Kermit on the *June Latitude*." Sure enough, there Kermit was, big as life itself.

I don't mind telling you that this was the first copy of *Latitude* that I read reluctantly. I kept picking it up and putting it down, and I kept admiring the color photo of the old fart himself. By the way, everyone fondly referred to Kermy as 'the old fart'.

A couple of months before, I'd been browsing in a shop in San Diego when Marie found a cup with an inscription and picture of the world class old fart. We intended to present the cup to Kermit and Fritz on our next trip to Tomales Bay this summer. Sadly, I won't have the pleasure of presenting it to him. I'll have to send it to Fritz instead with my condolences. The old sea dog Kermit will be sorely missed in and around the Bay Area — as well as Tomales Bay and the Pt. Reyes community of Inverness.

Tommie Turtle
Northern California

THE GOOD OLD DAYS

A former yacht broker, I received the notice of Kermit Parker's death from his wife Fritz. Kermit was my second customer to start selling yachts; Dick Miller of Bauman & Miller in Sausalito had been the first.

Miller had been a jazz drummer in San Francisco, and Kermit had been teaching aviation in Sacramento. They probably said to themselves, "If Kermit can be a yacht broker, anybody can!"

There was one boat sale I regret having made, the 18-ft lateen-rigged felucca that Spenger — of Spenger's restaurant fame — used to catch fish and sell them from a cardtable at the restaurant's present location. That boat should have been bronzed!

Al Rutherford
Northern California

A HOW-TO-DO SECTION

I read *Latitude* from cover to cover and think it's one of the best. But how about including a section on do-it-yourself projects for boats?

Joe Lawrence
Half Moon Bay

Joe — That's certainly a possibility. Perhaps you and some others might make some suggestions on the type of DIY projects you'd like covered.

DO THEY SELL EVERYTHING?

As usual, your last issue was the finest magazine printed in the universe. Excellent! Brian and Mary O'Neill's breakdown of cruising expenses over several years was particularly good — but it raised an issue that has been bothering me for a few years.

It seems pretty clear that it costs somewhere between \$1,000 and \$3,000 a month to cruise. What isn't as clear is how people come up with that money. Do they sell everything — including their home — and plan to return home broke and without a place to live? Or do most have plenty of money socked away and rent out their houses?

If people who've gone cruising owned a business — as I now do — do they sell out and pay the capital gains, or do they let a general manager run it in their absence?

I've often read about retired couples out cruising who are receiving a pension or have income from the sale of their house. But in many cases these people are 55 or 60 years old. I'd personally like to hear from the many 40-year-olds out cruising to

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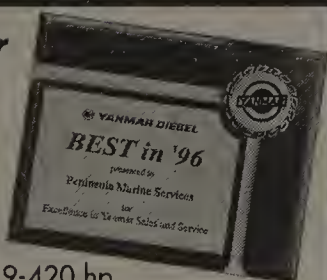
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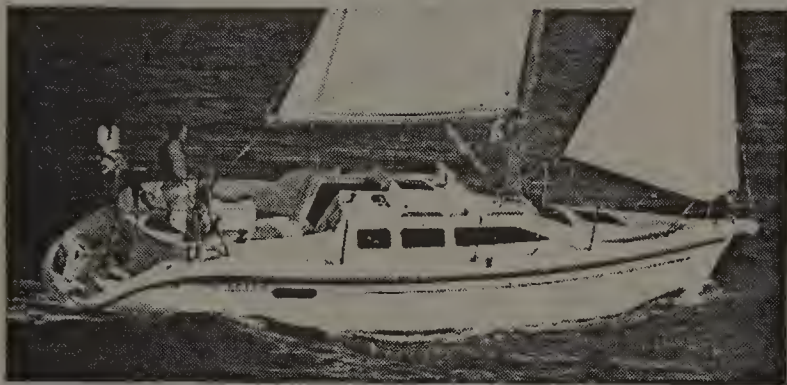
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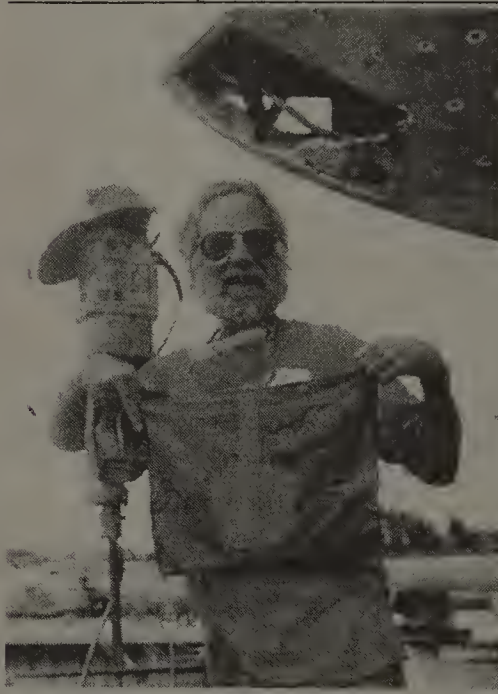
find out how they're able to come home not broke after five years of spending \$2,500 a month!

I travel all over the world on business, and always try to stop by the local marinas to talk to folks who are out cruising the world. After just 15 minutes of conversation, most people

are reluctant to reveal their complete financial picture. When I raise the question, they always give a response that tells me that I should mind my own business.

If we sold our business and home, we could cruise for the next five years. But we're 45 now and wouldn't want to come home at age 50 and be broke, have no place to live, and not own a business.

Can any of you 40ish cruisers out there tell me specifically what you and others do to cruise without getting a big inheritance or having



Tom Scott and the simple life.

to sell a business that's have been in the family for 75 years? Once I figure it out, I'll be glad to write the article. But before then, I'd like to know how to fiscally handle a world cruise — without having to wait until I'm in a wheelchair.

Steven Lee
Van Nuys

Steven — If you're looking for expertise on how much it costs to cruise, you should consult cruisers. If you're looking to evaluate different ways to finance a cruise, you need to consult experts in business succession and financial planning. After all, just because a guy sold his dry cleaning business to permanently go cruising doesn't mean that you shouldn't take on a partner and keep half your business so you can resume your career when you return home. Everybody has different financial situations and different financial goals.

In truth, there's a simple secret to why so many people are able to cruise: it's perhaps the least expensive way to live. This is even true in the Med. Readers might remember that Duncan and Marlene McQueen of Los Osos reported they cruised all the way from eastern Greece to Spain one summer without ever paying for a berth.

The other day Norman and Paula Radder of Mill Valley stopped by to report that they'd just completed an eight-year circumnavigation aboard their Cal 35. Interestingly enough, they'd come up from Panama in company with Brian and Mary O'Neill of Shibui. "They're really great people," says the Radders of the O'Neills, "but we have no idea how they could spend \$3,000 a month. Our expenses came to \$850 a month — and the only things not included were the price of our boat, which we'd bought new in 1980, Paula's flights home at \$1,500 each, and health insurance from Kaiser at about \$2,500 a year."

In other words, the Radders' total expenses came to about \$15,000 a year. Make no mistake, it's possible to spend \$3,000 a month cruising, but most cruisers easily get by on \$2,000 a month less. The late Peter Sutter told us all he needed was his

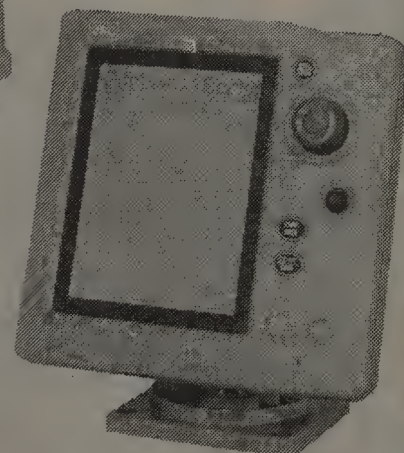
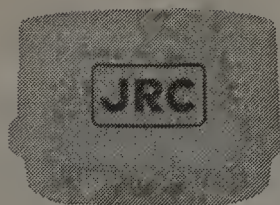
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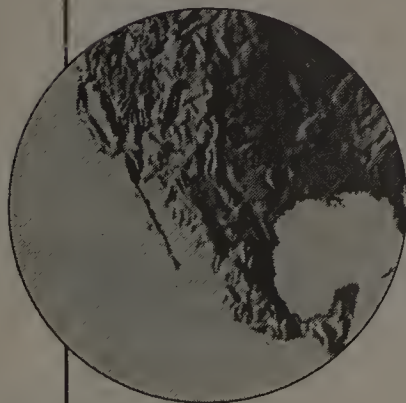
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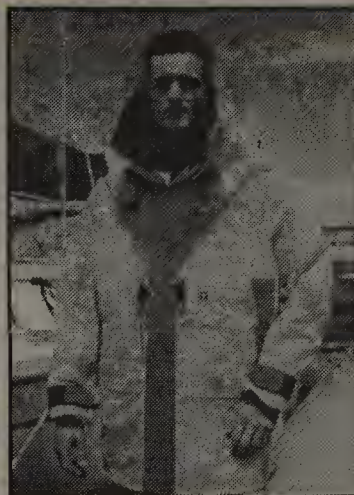
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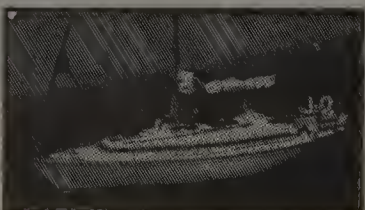
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LETTERS

\$1,000 social security check to cover his expenses, and we're positive that Tom Scott of Menlo Park, who has been non-stop cruising around the world for nearly a decade with his Folkes 39 Nepenthe, spends considerably less than that.

But does this mean living a life of cruising deprivation? Here's what Allan and Barbara Sedgwick, who have been out cruising their Bristol 43 ever since they sold their Pacific Heights mansion to Winona Ryder four years ago, had to say in our March issue: "Everything — including health insurance, boat insurance, and trips back home has been costing us about \$2,000 a month — which is about one quarter of what we spent when we lived in San Francisco. And we've been living higher on the hog than we did in The City. But remember, there are tons of people out here cruising on \$800 to \$1,000 a month who are seeing exactly what we're seeing and experiencing exactly what we're experiencing."

In addition to the cost of cruising being low, it's actually easy for reasonably intelligent and skilled Americans to pick up work as they go. The Radders, for example, took jobs in New Zealand, Singapore and Turkey. In each instance they moved off their boat and took an apartment. In so doing, they got to see a whole different side of each country by living and working like locals. It was a change of pace they enjoyed.

So here's one way of looking at things. If you were going to be spending \$2,500 a month to cruise for five years, we're going to assume that you have a cruising kitty of \$150,000. If you were to cruise like most folks at \$1,000 a month, you could darn near live off the interest or dividends and never touch the principal. And if you occasionally picked up fun work — helping manage a charter base in Greece for a season, doing an easy delivery or two, teaching English in Turkey — you might never have to dig into that kitty at all. David Bonner, a sail and canvasmaker who did the first Ha-Ha with Majic, has a simple philosophy: never leave port with less money than you arrived with. And over the last 10 years he's been around the world and then some. When we last saw him in the Caribbean he couldn't do a job for us because he had too much work.

Who knows, when you get done cruising the title of your article might be, "There's more to life than work."

↓↑TAMING OF THE SPEW

In 1936 I did the 332-mile Chicago to Mackinac Island Race aboard the 36-ft John Alden ketch *Betty Bro*. The boat was owned by Commodore Milton Friend of Chicago's Columbia YC. I was the paid hand, and a teenager named Jack was ostensibly onboard to help me with the chores and galley cleanup.

Almost immediately after the start Jack became seasick, and remained on his bunk for the duration of the race and the post-race cruise to North Channel, Lake Huron. Soon I decided that he wasn't sick, but malingering to avoid helping me. One lunch time, I decided to get back at him.

It so happened that Commodore Friend loved pickled pig's feet. At that time they came in five-pound wooden kegs. I took the open keg, shoved it under Jack's nose as he laid in his bunk, and invited him to partake.

"Take it away from me before I add to it," he responded.

If you don't like that story, try this one — which is from World War I and was told by Nat Rubincam, Commodore of the Columbia YC in the '30s. A well-known racer with a 43-foot John Alden sloop after the war, Rubincam had been an officer aboard a 100-ft American sub-chaser on duty in the English Channel. The cramped vessel had its galley amidships, and the officers' mess was ahead of the bridge toward the bow. To get to the mess room, the ship's cook had to come on deck and make his way forward, passing under the bridge's port flying bridge.

One blustery day, the cook was inching his way forward carrying a large pot of boiled potatoes. As he made his way to

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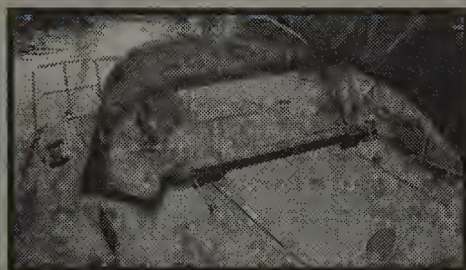
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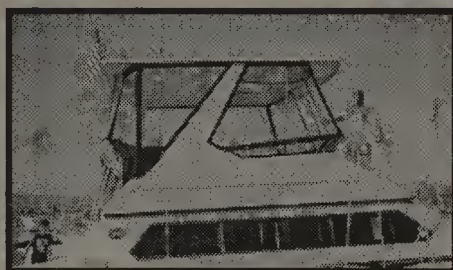
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LETTERS

the flying bridge section, one of the officers leaned over the rail and 'heaved', with much of it landing in the pot of potatoes. 'Cookie' got a disgusted look on his face and then shouted for all to hear: "Hell, now I have to mash them!"

Chuck Stern
San Francisco

⇓A REALISTIC SIDE IS NEEDED, TOO

Latitude is well-written and entertaining, but at times it appears to be more of a 'social registry' rather than a practical publication dedicated to the finer points of sailing. In short, I'd like to see more technical and practical information. Often times there is such information, but it's hidden in the 'social pages'. Pictures of some guy's gut or beer drinking parties are okay, I guess, but what about us who sail for sport rather than the social aspects?

I think there should be more critiques of things like boatyards and repair shops, or descriptions of destinations. You've run double-page close-ups of groups of people drinking beer with descriptions of each person in the group. That's a bit much, don't you think? I think your readers would rather find an article on the prime areas to anchor between San Francisco and Morro Bay, for example. We need useful stuff, too. Don't get me wrong, you do print useful and informative articles, just not enough of them.

If you print this, I'm sure you'll get similar responses from others who share my opinions. Thanks for listening.

Glen Thomson
Berkeley

Glen — We appreciate your input and would like to hear what other readers think. But in all honesty, we started this publication with the proposition that sailing is above all about people having fun adventures with boats — and we still believe that to be the case. We hope we never see another six-page story about how to disassemble a winch.

We're sorry that you don't like the double-page 'faces in the crowd' features, because we really like them. The concept is that our readers would enjoy seeing and reading about the kinds of people who are participating at major sailing events — and lord knows the people are anything but 'social register' types. They're just sailing folks, for god's sake — and we love giving them a few minutes of fame.

The idea of critiquing boatyards and repairs shops is interesting, but we're not sure that's it's doable or that we understand what you're looking for. We have done destination pieces about the Delta, Angel Island, and restaurants with docks in the last three months, and we plan on doing destination features on places in Southern California and Mexico later this year.

In any event, we certainly appreciate all opinions about *Latitude*. It's nice to get compliments, of course, but it's more helpful to get constructive criticism.

⇓NOT EVEN AT THE DOCK

I've seen a few 'sea-sickies' in my time, but the best-worst story I know involves my boss. He learned to sail with me on charters out of Alameda. He and his buddy became so enthralled with sailing that they bought a brand new Oceanis 430.

Shortly after buying the boat, they went on a charter in the Caribbean — and guess what? The conditions were evidently so rough that they got very seasick — so much so that they couldn't even step on their boat back home when she was tied to the dock!

It was very sad, as it took a loooong time to sell the Beneteau. Even more sad 'cuz he won't go sailing with me now that I have my own boat. What I can't figure is why he never got sick before

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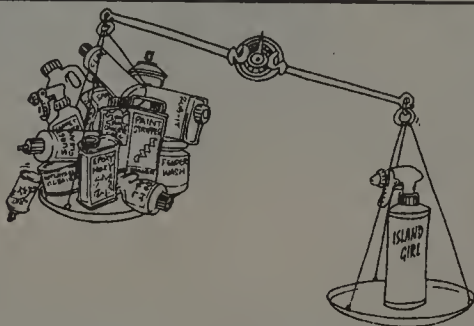
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LETTERS

that trip to the Caribbean.

I'm not an expert on cures for seasickness because I've only felt ill a couple of times and only in big seas. But my solution has been to go below, find someplace cozy to lie down, and close my eyes and pretend I'm on a waterbed. I find this very relaxing and before long I feel much better.

P.S. I love the mag — but especially the 'subtle' sarcasm scattered throughout.

Shelli Hamblin
Kismet
Sausalito

Shelli — We're certainly not suggesting that this was the case with your boss, but the effects of 'demon rum' are certainly among the leading causes of seasickness in the Caribbean. In the case of severe seasickness, it's easy for a person to establish a 'being on a boat = seasickness' correlation that can be difficult to shake.

People have different ways of handling being queasy. Your method of going below to lie down is interesting, because many people find that it's being below that causes them to get sick. But if it works for you that's all that counts.

⇓MANY HOURS SPENT ON THAT ROTTEN MOTOR

My letter is in response to the Different Strokes For Different Folks piece that appeared in the April *Sightings*. My letter within a letter to American Honda is self-explanatory — except that I edited it three times before mailing it. The first edit was to delete the expletives. The second was to understate the facts for credibility. If, for example, I stated how many hours were spent working on that rotten motor, no one would believe it. Further, if I told them about the tender loving maintenance I'd given that engine — fresh water and vinegar backwashes, oil changes, point lubrication, carburetor adjustments, and on and on — they never would have believed it. I will say this for my outboard; it still looks brand new. How nice! As Gertrude Stein might put it, a piece of junk is a piece of junk is a piece of junk. Anyway, here's my letter:

Dear Sirs,

It is with regret that I am compelled to write this letter. On September 3, 1992, I purchased a Honda 5, S/N 1201994 from Sandy's Boat House, 1230 W. Marine View Drive, Everett, WA 98210, for \$1,049. It was the most expensive 5 or 6 h.p. motor on the market, but we needed the best because we planned to sail around the world. At the same time, I purchased the service manual, intending to keep the motor in top shape. I am an experienced sailor and mechanic, having sailed more than 60,000 miles, and having built our 51-foot aluminum cutter over seven years.

We tested the motor and then put it away until June of 1993. We had sailed the boat to Southern California and were vacationing for one month in the Channel Islands. That was the first time we really used the motor. But we did not use it much, because it would not run very well. We were near Oxnard, California, so we took the motor to Paul Russell, Russell Marine, Victoria Ave., Oxnard, as he is an authorized Honda dealer. He could find nothing wrong with it. While there we purchased extra fuel filters, spark plugs, a power prop, and a flush attachment.

The engine still ran poorly, especially when hot. We sailed from San Diego in December 1994 heading around the world. By that time this outboard motor had less than 50 hours on it. For the next six months in Mexico, our Honda outboard ran, backfired, and quit reliably. When we reached Tahiti, I sent a fax to Paul Russell to order some parts and ask advice. He never answered the fax.

There was never any opportunity to file a warranty claim as

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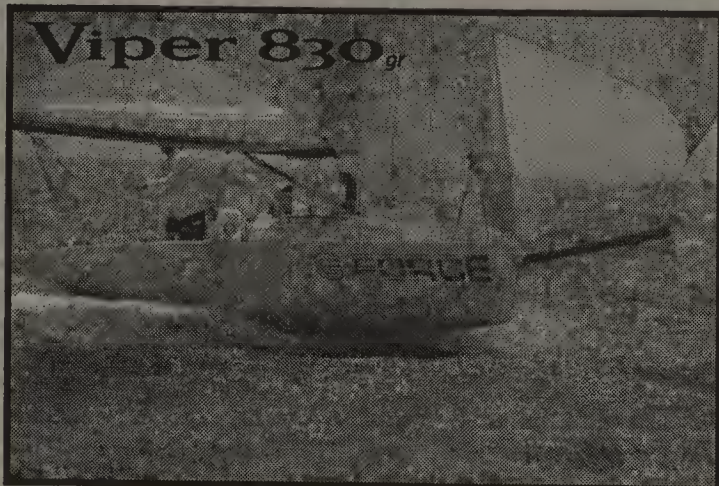
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LETTERS

the dealer network is extraordinarily weak. We could hardly ever find a dealer. When we were there, there were no Honda dealers or parts available anywhere in Mexico. And there are no Honda dealers or parts available anywhere in the South Pacific between Mexico and Samoa, so from Tahiti I telephoned Sandy's Boat House. Their mechanic had no idea what the problem was, but I finally discovered that the HT line from the coil had lost its insulating qualities and was shorting out to the case. I ordered a new coil. The engine ran fine for about three months. But by the time we reached Samoa, it was cutting out, back-firing and putting a gasoline sheen on the water. Another call to Sandy's and the mechanic thought it was the fuel pump. By this time we had about 150 hours on the motor. No fuel pump rebuild kit was available, so I purchased two new pumps for \$180.

Three months later the recoil starter spring broke. Fortunately, I knew how to heat it, bend a new hook on the spring and re-temper it, and the repair lasted until a new spring arrived in the mail.

Are you getting tired of this story yet? Yes? Well, not as tired as I am! The new fuel pump was of no value. Finally, last week the engine quit. When restarted, it had a decidedly different and louder sound. Inspection revealed a one inch by one half inch hole in the exhaust manifold. Now we have about 300 frustrating hours on our Honda outboard. This motor is only used on the ship's tender from anchorage to shore. It normally runs from five to ten minutes each trip, and occasionally is used for local fishing for one or two hours.

During another call to Sandy's Boat House, in a conversation with Rawlly, the owner, I learned that a new exhaust manifold is an unbelievable \$445 — almost 50% of the original cost of the motor! I also spoke to their mechanic because the motor had developed an oil leak from the crank case through the drive shaft seal, leaking into the lower unit and out the weep hole. I asked the mechanic if special tools were required to replace the seal and if so, how much they were. The mechanic replied that he had no idea, as he had never replaced one. The seal is not pictured in the service manual, nor are any instructions included for its replacement. I never got any substantive answer about that seal.

We are now preparing to throw this Honda motor in the trash, after just 300 hours of use. It has never, ever given good service. There are few reliable dealers, and parts have been priced so high as to make good customers angry, not to service the motors.

We have never owned anything by Honda before, and certainly will not consider buying anything by Honda again.

I believe that you are aware of most repeated warranty difficulties your products experience, and I feel sure that my story is a common one. This motor was a lemon from the first day it ran, and I think you should confess to its shortcomings and offer a refund of part of the purchase price.

Thank you for your consideration.

Howard R. Conant
Holy Grail

Pago Pago, American Samoa

Howard — We called Sandy's Boat House and spoke to Rawlly, who remembered speaking with you. His response was that there is nothing he can do about the exhaust manifold costing more than \$400, and that if you get the engine back to him he'll be happy to try to fix it. Rawlly says the Honda is a good engine and the only complaints he gets about the 5 is that it vibrates because it's a one cylinder.

Joe, a mechanic at Sandy's, said that four stroke outboards are generally more reliable than two-strokes, but are more com-

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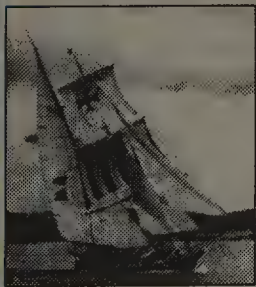
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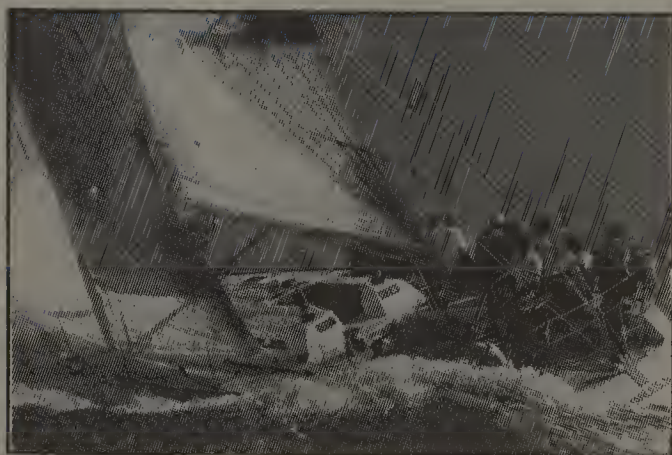
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LETTERS

plicated to fix if there is a problem. All of which doesn't do you a bit of good.

A couple of things to remember: 1) Engines are built to run, not to sit. So it's not good to test an engine then put it away for 10 months and let the gas go bad inside. But you probably know that and got all the gas out before storing it. 2) Prior to purchasing any product, it's a good idea to check what kind of dealer network they have in the areas you plan to cruise. Unfortunately, Honda isn't the biggest brand in Mexico or the South Pacific.

In any event, this seems like a great time for a cruiser's survey on outboards. If you're cruising, we'd like to know: 1) What brand and model outboard you use or have used; 2) Specifically why you liked it or didn't like it; 3) Whether there was good dealer support where you travelled, and 4) If you'd buy that brand again.

If anyone cares about our outboard experience, we did five trips to Mexico in the early '80s using a Suzuki 6 on our dinghy. That baby ran and ran and ran and ran. It was a good thing because weren't many dealers around.

When we started chartering Big O in the Caribbean, we bought a new Yamaha 15 from one of the many dealers in the Caribbean. On the first charter, one of the guests hopped into the dink and fired up the motor before it had been secured. The outboard went over the side and down 30 feet to the bottom! It was retrieved and freshened up, but it never did run as well as it should. Fortunately, a problem soon developed with shifting, and Yamaha and the dealer made us a great trade-in deal on a Yamaha 25. The 25 was an excellent engine — but we learned that a 25 burns significantly more fuel than a 15.

When a former captain offered to sell us the 16-foot Radial inflatable and a 40 hp Yamaha from his new boat for \$2,000, we couldn't resist. It took a powerful pull to start that Yamaha 40, but it always fired up on the first or second tug. The beast was awfully heavy, burned about three times as much fuel as the 25, and the slightest application of the throttle would nearly flip the dink if there were less than three people aboard. Worst of all, it happened to be the same motor all the fishermen used in the Southern Caribbean, so it and the dinghy were promptly stolen by thieves on Union Island.

We had such good luck with the Yamaha 15s that we subsequently bought two more, both of which have run very well. Part of the purchase consideration was that there are plenty of Yamahas in California, Mexico, the Caribbean, and Europe. So not only would parts be available if we needed them, but lots of people were familiar with the engines.

Outboard technology has improved so dramatically, however, that just about everybody we've talked to with a new outboard has been pleased with the performance and reliability. As such, we'd feel confident buying any brand — but we would investigate the support network before buying. We'll be looking for a new outboard this fall, and for environmental reasons alone we'll be giving top priority to four-strokes.

WE LEFT THE FLEET IN EGYPT

Reading the May letter from Dick and Lona Wilson about their circumnavigation aboard *Kite* reminded me that I should write to add our names to the Circumnavigators's List.

We went around aboard *Scorpio II*, a 50-ft steel boat that had been built in Australia. We did 11 months of the 26-month, 29,000-mile trip with the 35 other boats — including *Kite* — that were part of the Europa '92 put on by Jimmy Cornell's World Cruising Ltd. While most of the fleet started in Europe, we and *Kite* joined the fleet in the Marquesas.

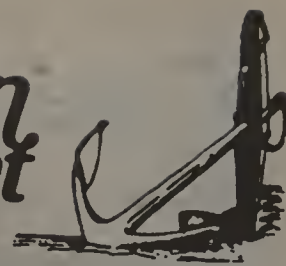
Like *Kite*, we also left the fleet in Egypt in order to enjoy a more leisurely trip across the Med. Even though the two of us went our separate ways in the Med, we still finished our circumnavigations in San Diego within two months of each other.

Celestial

50

PILOTHOUSE

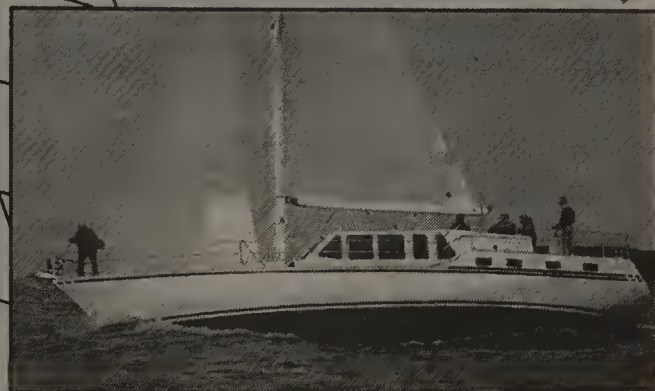
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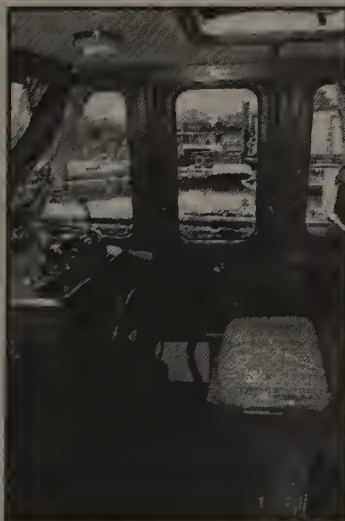
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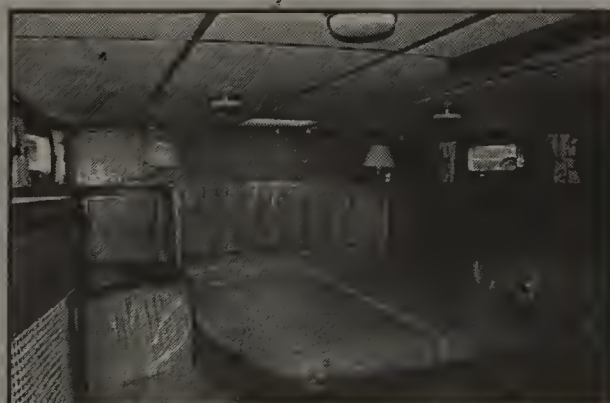
LENGTH OVERALL	50 Feet
DESIGNED WATERLINE	39 Ft. 7 In.
BEAM	13 Ft. 6 In.
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DISPLACEMENT (light)	29,800 lbs.
BALLAST (lead)	12,000 lbs.
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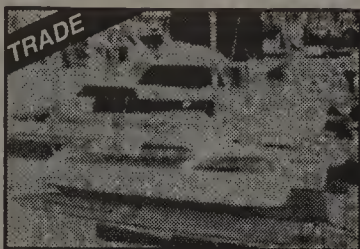


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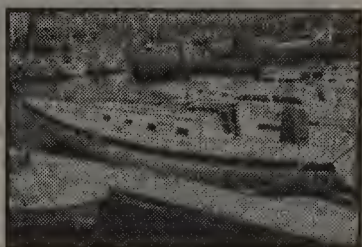
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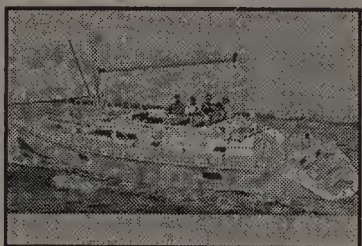
1980 LANCER 36

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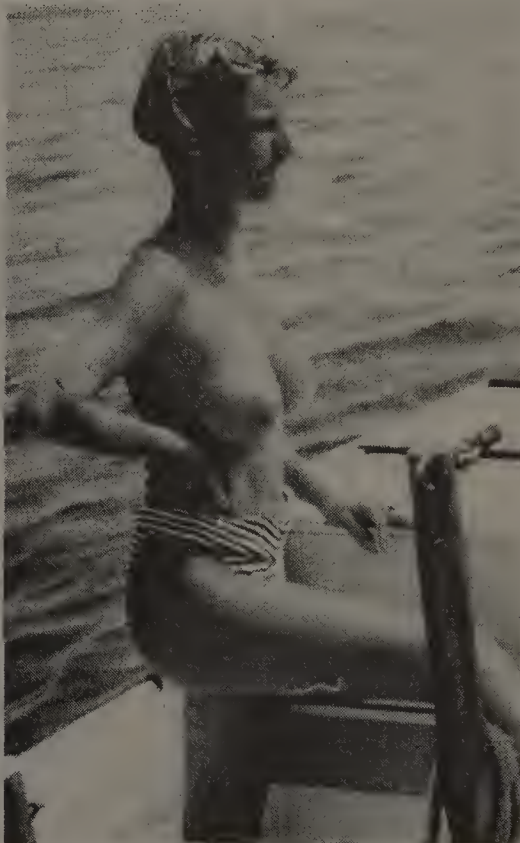
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LETTERS

There were a total of 18 people who sailed aboard *Scorpio* during her circumnavigation. Three of us — myself, my son Tim Harris, and his friend Kevin 'the Berg' — did the entire trip. In any event, we'd be honored to be added to your list of circumnavigators.



My wife Charlotte did approximately 75% of the circumnavigation, but missed the three longest legs: San Diego to the Marquesas, 24 days; Sri Lanka to Djibouti, 19 days; and the Canaries to St. Lucia, 21 days.

The places we'd like to visit again? Fiji, Malaysia, Thailand, Turkey, the Greek Islands, Southern France, the Canaries, Grenada, and Venezuela.

The best sailing conditions: San Diego to Australia and Gibraltar to Panama.

The worst sailing conditions: The Red Sea, the Red Sea, and the Red Sea.

You see wonderful things when you go cruising. Every day this topless woman — in the normal attire for the area — would go around to the boats at Villefranche, France, selling ice cream. Business was always brisk!

P.S. I've been sailing for 55 years — since I was nine.

I've enjoyed reading

Latitude more than any other sailing magazine and wish you another 20 years of success.

P.P.S. I'm planning to join the Wanderer's cruise across the Pacific in 1999 to New Zealand. If he needs any assistance, please let me know.

Wes Harris
Scorpio II
San Diego

Wes — Thanks for the kind words — and three new additions to our list of folks who have circumnavigated. The Wanderer also thanks you for your offer of help for the Ha-Ha Across the Pacific.

↑↑AS PROUD OF THEM AS CAN BE

In a recent issue you asked for readers to tell how *Latitude* impacted their lives. Since my sailing started before your publication, I'll return to that after a brief history.

My first boat was an 8-ft El Toro purchased in 1960. From there, I went to crewing on a friend's 23-ft Maya — with cotton sails and chute — in one-design YRA racing. In the late '60's I graduated to another friend's 28-ft Triton, my first experience with a plastic hull and sails. I later bought a Hobie 14 and in '71 took the NorCal championship.

As my two young boys were getting to the age of fishing, I left the sailing world and bought my first of a series of progressively larger powerboats. The biggest was a 24-ft cuddy model



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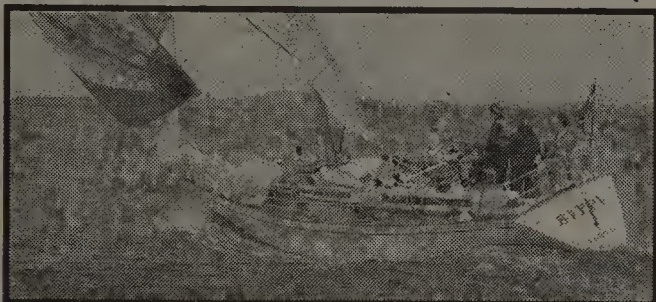
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SWAN 36 ALA (1992): Looking for a truly 'like new' brokerage Swan? This is it. 150 engine hours, radar, swim platform, GPS, autopilot, electric windlass, racing and cruising inventory, and a lavish leather interior. The boat shows no use. Monterey, \$250,000.



SWAN 391 (1984): Offered by original owner, who is buying a larger Swan. Used for local family cruising and some racing. Since new, it has been continuously upgraded with sails and electronics, including SSB, GPS and weatherfax. Ventura, \$165,000.



BALTIC 48 (1986): A fast yet elegant Peterson design with 3 staterooms, electric winches, 9 sails (several unused), and extensive updated electronics. Extremely well kept, lightly used, and attractively priced. \$379,000.



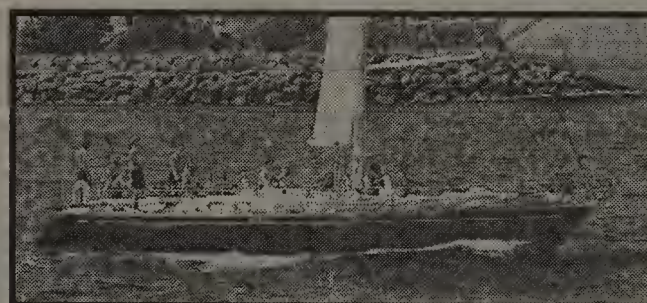
LAFITTE 44 MARINARA (1981): Spacious cruiser w/radar, SatNav, SSB, frig & Treadmaster side decks w/fresh-looking teak cockpit & bridge deck, kept on a lake, shows little use. LONG BEACH, \$125,000.



SWAN 46 KARJALA (1985): Consummate world cruiser w/Scheel keel, aft entrance, extra-thick teak decks, SSB, Ham, radar, watermaker, heating, 145 gal fuel. Stunning condition with all systems in exclnt order. New bottom paint/B&G A/P. Newport Beach. \$339,000.



SWAN 53 Extended Transom (1987): Anxiously for sale by owner taking delivery of larger boat. Scheel keel, furling mast, & electric winches make this a perfect one-couple cruiser. Professionally maintained, just hauled for bottom paint. In immaculate condition. Newport Beach, \$595,000.



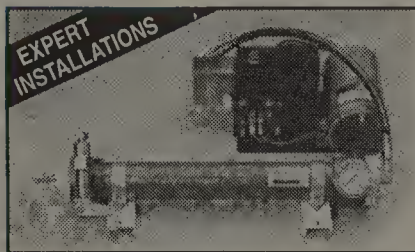
SWAN 46 KOOKABURRA (1986): Classic cruiser/racer with tall rig, dark blue hull, and a full set of racing and cruising sails. Overall condition is immaculate. Electronics updated. Watermaker, expanded fuel capacity, leather upholstery. Marina del Rey, \$369,000.



SWAN 371 KAHUNA (1980): Holland design with 6 sails, mostly original electronics. While cosmetics need attention, the price is attractive for this extremely popular model. Newport Beach, \$115,000.

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LETTERS

that we used for family water activities in the Bay, Delta and on lakes. We did a lot of 'bonding' while teaching the boys to fish, water ski, and generally explore local waters.

By the early 80s *Latitude* was established and I came under its influence. I started importing Tradewind 43s from Taiwan and once again got the bug to sail the world. I specifically remember your tribute to Sterling Hayden, as it made me set a five-year personal plan — instead of a business plan — to take a two-year sailing sabbatical for my 50th birthday.

After years of preparing our 43 foot sloop *Resolute*, my wife Mary and I set out in November of '93 and enjoyed a 20-month trip through the Panama Canal and on to San Blas, Cartagena, Providencia, Roatan, Belize's barrier reef, Cozumel, and the Isla de Mujeres. Paying careful attention to the pilot charts, we finished our cruise by sailing to Corpus Christi, Texas. We had the boat trucked home to avoid hurricane season — and miss it we did by less than a week!

We loved our trip and every day think about doing it again. If we don't do it again at least we'll always have the memories to cherish. We sold *Resolute* in May of '96 through *Latitude*, and found our current boat, an Olson 25, that we keep here at Brickyard Cove.

There is a second, more important point to my writing, which is the subject of your criticism of the Coast Guard. I'm mad as hell and I don't want to read about it anymore! My two boys are grown now, and both have chosen public service as a career. My younger boy is in law enforcement and the older is in his second hitch with the Coast Guard. I'm as proud of both of them as any father can be.

In my 35+ years and more than 10,000 miles on the water, I've been boarded just once. I didn't like it, as it was off Point Conception and I was trying to get north into Morro Bay before dark — and didn't make it. But that's certainly not the worst thing that has happened in all my hours at the helm. We all know by accepting the challenges of leaving the dock that we may be boarded. What's the big deal?

I can tell you that my son has had to do boardings, and he doesn't like it either. Growing up on the water, he feels it's intrusive to go into other peoples' 'homes' uninvited, but he has orders, and that is the point. If you don't like the policy, get the orders changed rather than 'in the face' of the guy who has to board your boat. Do it at the source, which is Washington, D.C.

My son knew one of the three crewmen lost on the 44-ft motor lifeboat that was recently lost up in Washington trying to save two sailors who lived. He also knew all three of the air crew lost in the helicopter crash two years ago near Fort Bragg, as he was on 44s there at the time. The three fishermen they went after were still rescued.

Frank Engle
Pt. Richmond

Frank — Thanks for the great letter.

We think it's pretty clear that we at *Latitude* — and virtually all our readers — have nothing whatsoever against the individual members of the Coast Guard. These men and women do a great job — and often go far beyond the call of duty to rescue mariners who've made stupid mistakes or errors in judgement.

Our gripe — which your son apparently agrees with — is with the boarding policy that is handed down from Washington. We're confident that your son and the other Coasties know that we support just about everything they do — except for the counterproductive boarding policies which they are forced to follow.

ANCHORED OUT AT CLUB NAUTICO

I just finished reading the July issue in which Tom Hughes inquired if anybody knew the whereabouts of Bill and Renee

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LETTERS

Pierce and Anchor, their dog. The three have been cruising aboard their Challenger 32 *Tan-Tar-A* for many years. I'm happy to report that all is well with them!

Five years ago I skippered my trawler *Sana Vida* to Cartagena, Colombia — and only left two months ago. The last time I was there was March, and during that time I saw Bill, Renee and Anchor anchored off the Club Nautico. Before I left, the Pierces had sailed for Aruba with plans to cruise the Eastern Caribbean. They're nice people and competent sailors — but I don't know anything about their running a restaurant in the Rio Dulce.

By the way, Norman and Candelaria Bennett's Club Nautico is a good — no, great — marina. This is true even though Norman must caution everyone to lift their dinghy out of the water at night.

P.S. I'm buying another trawler and will be living aboard in Marin.

Carolina Archer
Orinda

Carolina — Thanks for the update. Club Nautico and Cartagena are such interesting places that many west coast cruisers have a hard time leaving. But Bennett's admonition to lift one's dinghy each night is — as we know from unhappy personal experience — not to be taken lightly. A couple of years ago one of Big O's crew took the dinghy out to the boat to change his pants. In the five minutes it took to make the change, the dinghy was stolen, never to be seen again.

Despite the theft and despite the fact that we don't even smuggle drugs, we hope to spend much more time in Cartagena and Colombia.

↓↑TO FORGET AND DREAM

When my wife Bonnie was very uncomfortable during her recent bout with cancer, I would often find her awake in our den at 3 or 4 in the morning with recent copies of *Latitude*. She told me that she liked keeping track of the activities of all the friends and acquaintances we had made during our long association with the marine and sailing industry.

My wife especially liked *Changes*, as the articles enabled her to vicariously travel around the world and — for a while — forget and dream. Bonnie's gone now, but I thought you'd like to know about the comfort you provided.

Steve Coler
Huntington Beach

Steve — Your letter means a great deal to everyone on our staff; thank you for taking the time to write.

↓↑MAKING THE SYSTEM LEGAL

Tradewinds YC of Costa Rica is happy to announce the payouts for TransPac '97.

John Latiolait's 18-year-old Santa Cruz 50 *Ralphie* from Long Beach, co-skippered by Jerry Montgomery, set no records but sailed well beyond her potential to win the King Kalakaua trophy for the boat with the best corrected handicap time overall. Going off at 10 to 1 odds, and with over \$2,600 bet on her, the payoff is substantial.

Although we can't divulge who placed bets on the boat, we know for a fact that it wasn't owner or crew! Next time, we hope they have more faith in themselves and Tradewinds YC and put some money up!

Roy Disney wasn't aboard *Pyewacket*, the rocketship that beat *Merlin's* 20-year record for fastest elapsed-time. At 6 to 1 odds — and with over \$15,000 on her for the honors — there are some very happy people out there celebrating. *Merlin's* fans

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LETTERS

also showed faith in her, but unfortunately, her age must be showing and she couldn't hold onto the pace.

Congratulations to all the winners. And thanks from Tradewinds YC for having faith in us and putting your money down to make this such an exciting race. For those who didn't win — better luck next time.

The Whitbread Round the World Race, which begins September 21, will be the Tradewinds YC's next big offering. Odds will be posted early September on our website at <http://www.tradewindsysc.com> along with links to other important upcoming races.

Tradewinds YC of Costa Rica, in association with Tradewinds Casino and Sportsbook, is a legal betting service, licensed by the government of Costa Rica. TWYC offers a unique service to sailing and sports enthusiasts. Local and international sailing races are offered as wagering venues. Odds are posted on our website.

The staff of TWYC is comprised of experienced sailors who know and understand racing. They have personal knowledge of many of the boats and crews participating in the races. Lines are set mathematically by an experienced bookmaker in Costa Rica. Bettors set up an account with the service in an offshore bank prior to betting, so that all money transferred for the purpose of placing a bet originates from outside of the United States, making the system legal.

Commodore
Tradewinds Yacht Club
Costa Rica

Commodore — Plenty of readers were interested in making wagers, but felt unsure about making bets over the net with an organization they're not familiar with. A suggestion: you might get more players if the Commodore and the "staff of experienced sailors" were identified.

By the way, on what date will you be coming out with the line for Baja Ha-Ha IV?

RAFTING ETIQUETTE

On many occasions I've noticed that all the moorings at Angel Island's Ayala Cove have been taken. Some boats are rafted together while others have moorings all to themselves.

What's the etiquette for rafting? Must I be invited first or do I just start asking? I'm not sure the owner of a million dollar boat wants me alongside with my less-than-immaculate fixer-upper. Please advise.

Steve Mahaley
Vacaville

Steve — We don't pretend to be Miss Marine Manners so others can correct us if we're wrong, but the only times that we assume rafting up with strangers will be a given is during a big regatta, rally, or organized cruise where there isn't enough room in a harbor or a marina.

Some examples would be at the Vallejo YC during the Vallejo Race or when the Baja Ha-Ha fleet reaches the Inner Harbor at Cabo San Lucas.

In all other situations we wouldn't dream of asking to raft up with strangers and — as anti-social as it might sound — would prefer that nobody ask to raft up to us.

So what do you do if Ayala Cove is filled? First off, don't be too disappointed because most of the time it's rather frantic. Second, consider your options: 1) The entire leeward side of Angel Island; 2) lovely Belvedere Cove; or 3) Paradise Park and the leeward side of the Tiburon Peninsula. If we were going to anchor for the night, we'd pick either Paradise Park or Belvedere Cove over Ayala Cove.



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Dan Byrne - Valiant 40 "I am happy to report to you that the Alpha Autopilot performed flawlessly for the entire BOC round the World Race. I am in awe of your device. It functioned continuously for thousands of miles without faltering, with barely discernible power drain and with sufficient muscle to handle Fantasy in gales of 60 knots gusting to 70."

Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



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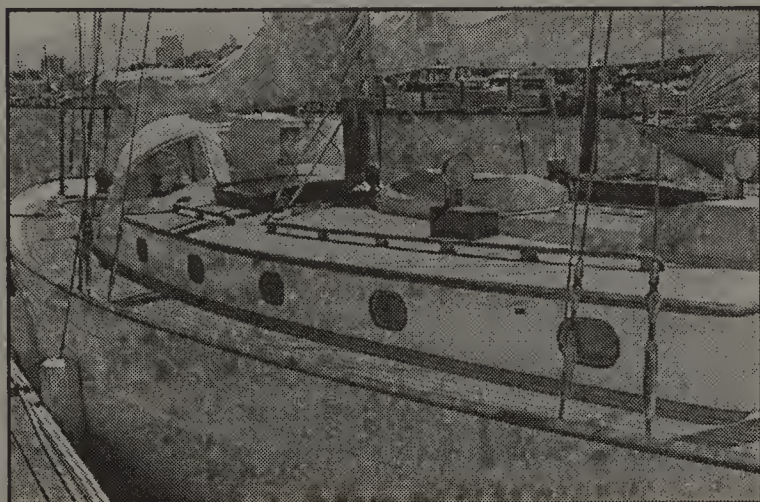
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<http://www.tradewindsync.com>

Other forms of wagering include
horse racing, football, baseball and golf.

Contact us by e-mail at twyc@tradewindsync.com

LETTERS

IT WILL NEVER REPLACE THE MAGAZINE

It's great to see *Latitude* on the world wide web!

But I don't want you to even consider replacing the magazine. The web and the printed page are two completely different mediums. I'm not the least bit interested in curling up with my computer to dream about *Changes In Latitudes*. And the electronic content of your web page would have very little trade value around the cruising centers of the world. But the web does open up great gobs of possibilities for international connections and communications with sailors.

Best of luck with your web endeavor — and don't worry, those of us who are wired will help keep you on the right course.

Chuck Buchanan
Cyberspace

Chuck — It's impossible to predict how things will play out with the net, but we're confident that our web site — when it's a little further evolved — and the net in general, will complement rather than compete with the printed *Latitude*. After all, radio and television have been cross-pollinating with books, magazines and newspapers for decades, and there is no end in sight. Then, too, 'experts' have a terrible record trying to predict the applications of new technologies. Back in the '60s such experts announced that the family helicopter would replace the family car by the '90s. It didn't. And in the late '70s, experts said that the computer would result in the 'paper free' office which, judging by all the paper that's burying our office, hasn't exactly happened either.

We're not experts, but it seems to us that the net is best for: 1) E-mail, 2) Getting terrific current and historical weather information, and 3) Being able to follow events like the TransPac on a day-by-day basis. When enough people get fast enough modems, we think the net will also give *Latitude* an opportunity to 'publish' scores of photographs we don't have room for in the magazine each month. But no matter what happens, we're looking for you and other 'wired' readers to keep us current.

READING L38 WHILE I'M SUPPOSED TO BE WORKING

I've always loved your mag, and now that you've got a web site it's even better — because I can read it at work! The graphics and links are the best, so keep it up.

On another subject, do you know the best time to make a crossing to Hawaii? My buddy and I are dying to crew for somebody going that way. We both have lots of Bay experience, but not much on the ocean. What about the Crew List?

Sailor Rick
Cyberspace

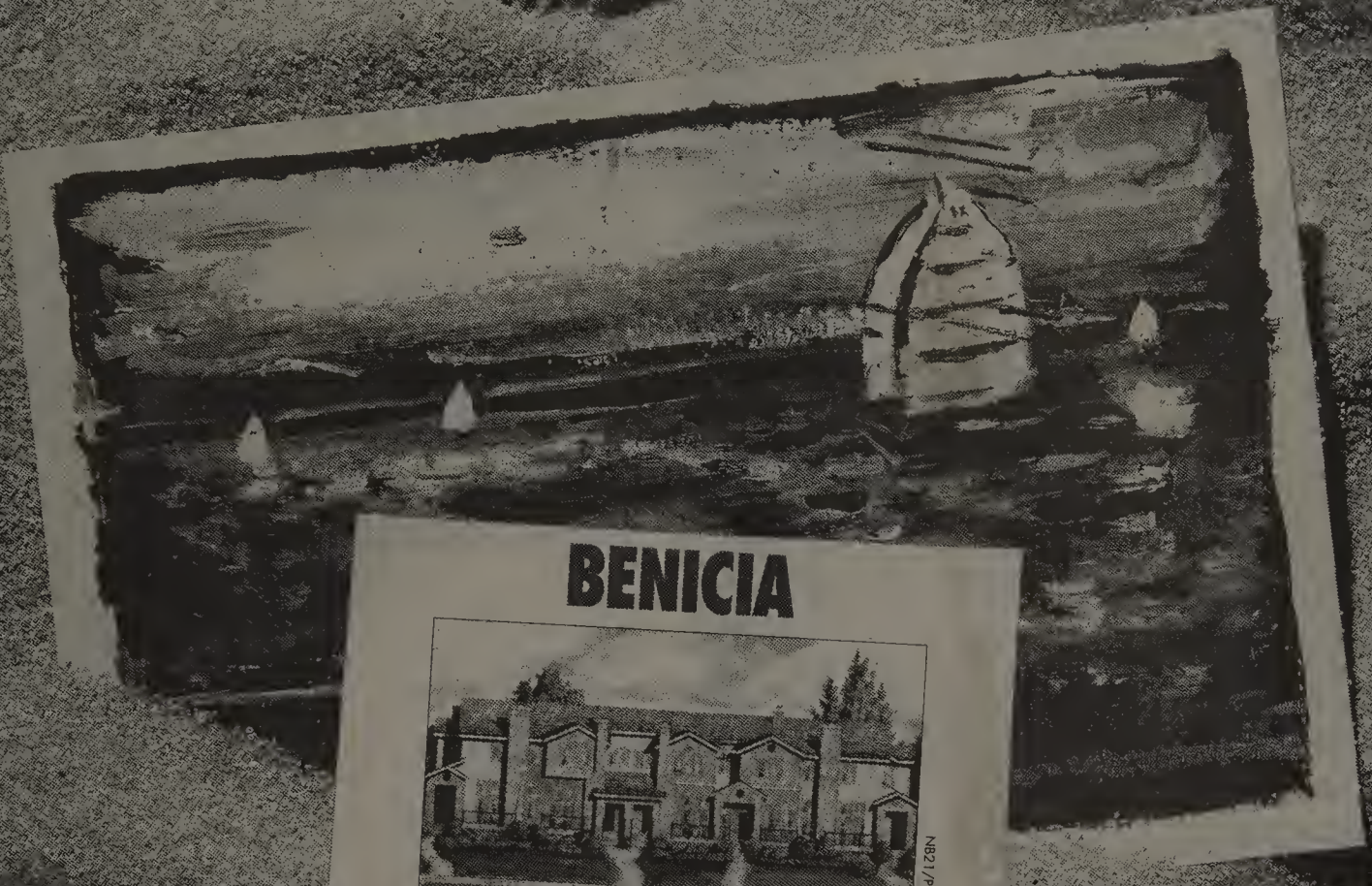
Sailor — When you say nice things about our site at www.latitude38.com you embarrass us because we haven't really put much time or effort into it yet. There are some nails and boards laying around, but serious 'construction' won't begin until the fall.

Based solely on weather considerations, you want to sail to Hawaii sometime between May and mid-October. For all practical purposes, however, you have to sail there in May, June, or July, because by August and September everybody is heading for the Pacific Northwest or back to California.

Latitude's Cruising Crew List forms are published in the January issue, and the Cruising List itself is published in April — just in time for Hawaii-bound skippers and crews to link up. You may also want to try connecting with an entry in late June's West Marine Pacific Cup.

You didn't ask, but we're going to offer some advice anyway. Prior to a long passage to Hawaii, you really want a little overnight experience on the ocean. It won't be the end of the world if

Sail into your new home.



BENICIA

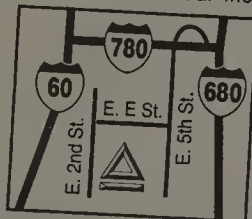


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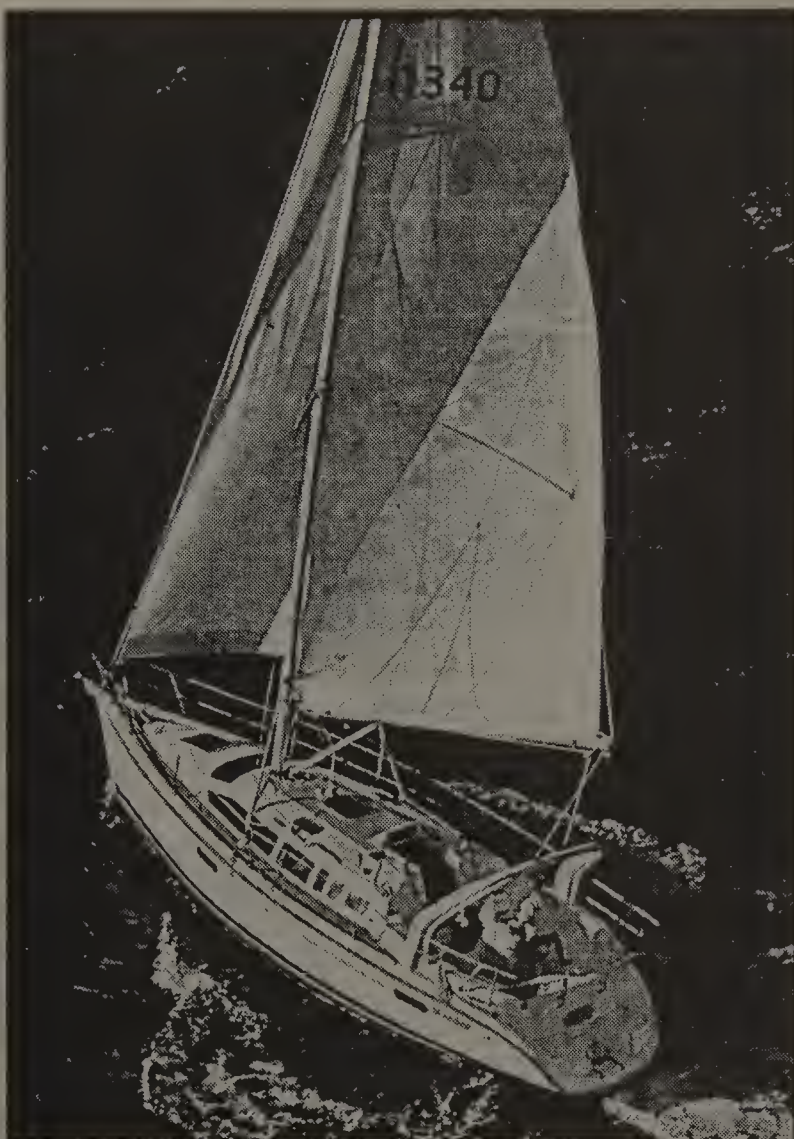
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LETTERS

your virgin ocean experience is 2,200 miles and three weeks, but you won't be as relaxed or enjoy it as much.

⇓A FABRIC TUB

I'm responding to Kathleen Estes' inquiry about a fabric bathtub for use on a boat. Given that water weighs about 64 pounds per cubic foot, the weight and the loads on the fabric would build up quickly. So either the fabric would have to be supported by an elaborate structure — which would take up a lot of space — or you'd have to partition off part of the cockpit and have a fabric tub custom made for that space.

If you can provide an enclosure, contact any member of the Marine Fabricators Association — the boat canvas maker's trade association — to have one built.

Alan L. Johnson
Flyer Canvas Products
Huntington Beach

Alan — Ms. Estes mentioned that such fabric tubs used to be common during World War II. We're terribly disappointed no one has come up with one, because a lovely lady told us she thought the concept of a fabric tub was hilarious — and that she'd like to help 'model' it.

⇓THE EFFECT OF SPONSORING ME

I want to rent or buy a sailboat on E-Z terms that I can berth at a Bay Area marina. I want to live aboard, learn to sail and then travel later.

A boatowner may prefer such an arrangement to selling his boat on today's market or leaving it idle. Motor and modern equipment are required. I'd expect to sail almost daily and do regular Bay crossings. A 40-foot boat would be ideal, but I'd appreciate hearing from anyone with a good vessel.

Getting such a boat would have the effect of sponsoring me, and I promise you'd have a grateful customer. Please help me regain my freedom. August release.

Tony Allen D75615, L.4#129L

P.O. Box 2010

Susanville, CA 96130 (pen pals welcome)

Tony — We wish you the best, but just so everybody is up to speed, you're writing from Centinela State Prison.

⇓LET'S REPLACE HIM WITH A SHE

Why doesn't *Latitude* print form letters addressed to senators Barbara Boxer and Diane Feinstein as well as the Admiral of the Coast Guard? This is the kind of letter I'm thinking of:

The United States Coast Guard has lost its way. It used to care for and protect sailors. We mariners would like all future boarding parties to be composed of women only, with no guns. We'd also like to review the reason for the number of Coast Guard admirals and see that in the future half of them be women.

The Coast Guard is empire-building, like the other federal law enforcement agencies. They should get rid of the Gatling missile shooting cannons on the sterns of the cutters. And have the Admiral of the Coast Guard provide us with a list of yachtsmen who have shot at or threatened their men.

All future boarding parties should be composed of women Coasties in shorts armed with handsets rather than guns. After all, there are lots of handsome single sailors.

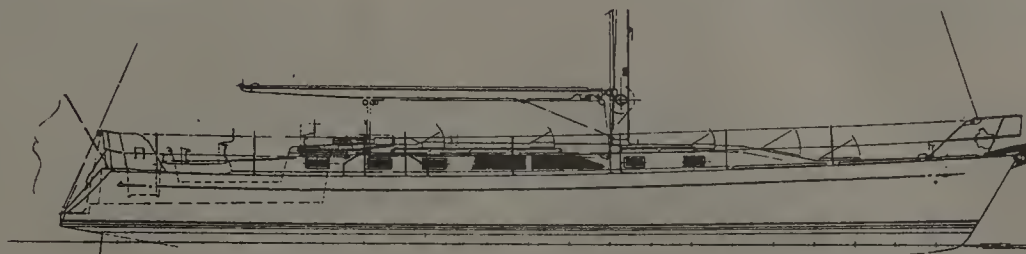
A form letter such as the one above could be cut out and mailed in. Let's get 10,000 such letters on the desks of our senators and stack the Admiral's desk. Then let us replace the he admiral with a she admiral, as he has demonstrated his incompetence.

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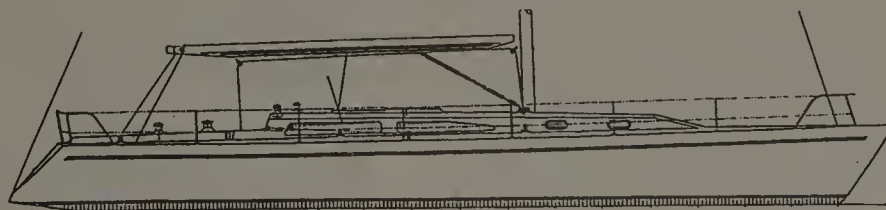
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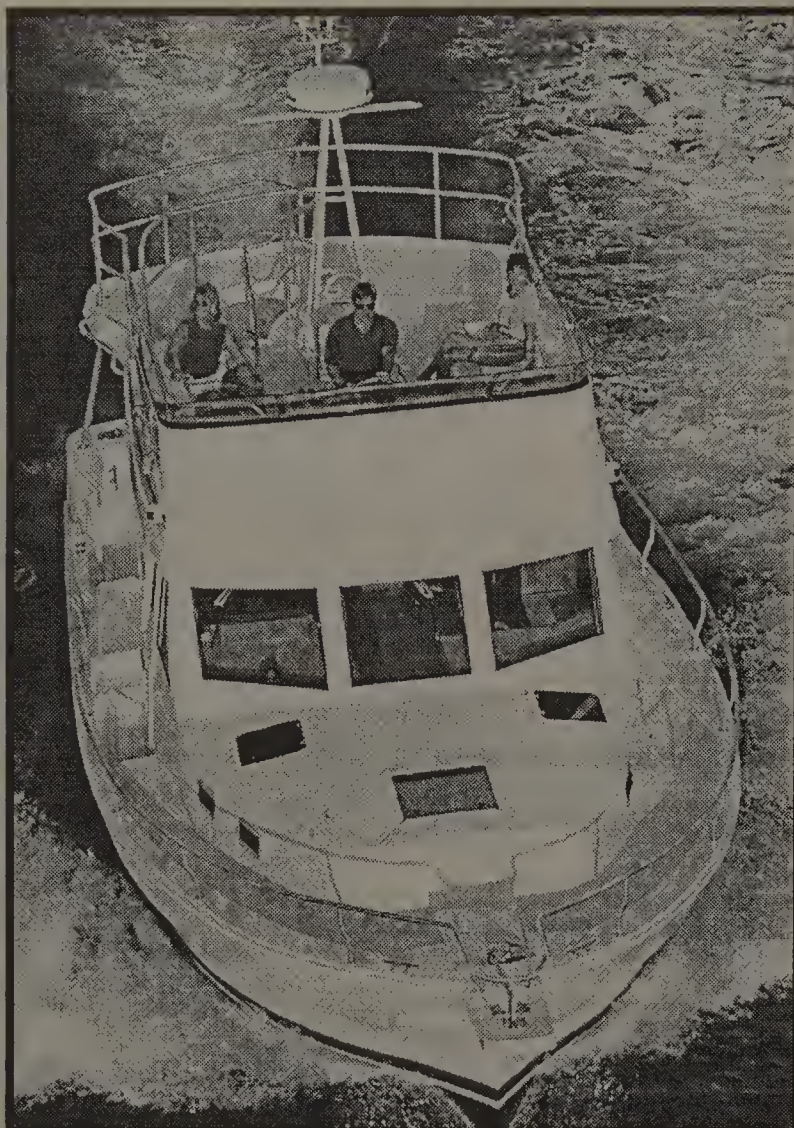
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Club Nautique, operator of Northern California's largest sailboat charter fleet, is experiencing a phenomenal number of requests for trawler charters — so many that the club is willing to *guarantee* positive cash flow to the first owner who places the Mainship 350 Trawler shown above in its charter fleet.

If you'd like to learn more about how you can own a new Mainship 350 Trawler and use charter income and tax advantages to help pay for it, call us today. Once you see the numbers, you may become a pragmatist too!



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LETTERS

P.S. I was boarded by the Coast Guard in the Oakland Estuary last Sunday. "Where are your firearms?" they asked. It's loony!

Donald Goring, Sailmaker
Alameda

HOW WE LIVE IS NONE OF THEIR BUSINESS

A further thought on the way the Coast Guard boards yachts:

What if all the firemen in the Bay Area were given pistols and were then allowed to enter whatever houses they chose to check for 'safety violations'?

The current difference between Coasties and fireman is that firemen only come when there is an emergency. How each of us lives our lives is not a fireman's business. How I live, what I smoke, and what I drink shouldn't be any of the Coast Guard's business either. They are paid to respond to accidents, not what our government considers to be moral violations.

Nietzsche said that "morality is time and clime". The Admiral of the Coast Guard now drinks scotch & soda. If he'd done that during Prohibition he would have been arrested.

The Coast Guard is making the ocean a dangerous place. They are also making themselves hated. I served in the Coast Guard for four years and never saw a gun.

Donald Goring, Sailmaker
Alameda

GIVE COASTIE WOMEN CUTE HATS AND SHORT SKIRTS

Wait, I've got an even better idea than the form letter! It's a letter to the Admiral of the Coast Guard:

I have a plan to increase your funding, change the negative image of the Coast Guard, and make you the most loved admiral in U.S. history.

Except for an armed coxswain who stays with the boat, all boarding parties should consist of females armed with radios only. Give these ladies uniforms that feature cute hats and short skirts. Unlike how things are now, fishermen and yachtsmen would welcome the boardings.

Seagoing girls are hard to find, and the Coast Guard has many of them. Wealthy single men are hard to find, and yachts are full of them. You will end up with a stack of paper you can show Congress, and stop thousands of nasty letters that are otherwise about to come your way. You will go down in history as an 'action guy' who turned the Coast Guard's image around and found himself inundated with brainy and beautiful new recruits. Further, you will make the Navy furious with jealousy.

I tried this idea out at the yacht club and the sailors shouted, "Bring on the boarding parties! Bring on the Admiral's girls!"

Donald Goring
Alameda

Donald — Why bother with halfway measures? If the members of the female boarding parties were buck naked they'd get an even better reception from 'yachtsmen'. And the money saved on "cute hats and short skirts" could be used to buy beer and pot for the crews of the boarded boats. We're pretty sure the guys at the club would think this would be a great way for "wealthy single men" to meet "brainy and beautiful" Coastie babes.

Listen, we completely empathize with the righteous fury you feel at having being boarded in the Estuary for a bullshit 'safety inspection', but you can't let your emotions obscure a couple of facts: 1) Despite the government sanctioned obliteration of mariner's 4th Amendment rights, the U.S. Coast Guard still does the world's best job of caring for and protecting mariners. That hasn't changed. 2) The Admiral already has 'girls'. Halfway from the Dominican Republic to Cuba we were stopped by a Coast Guard boarding party. The commanding officer was a reason-



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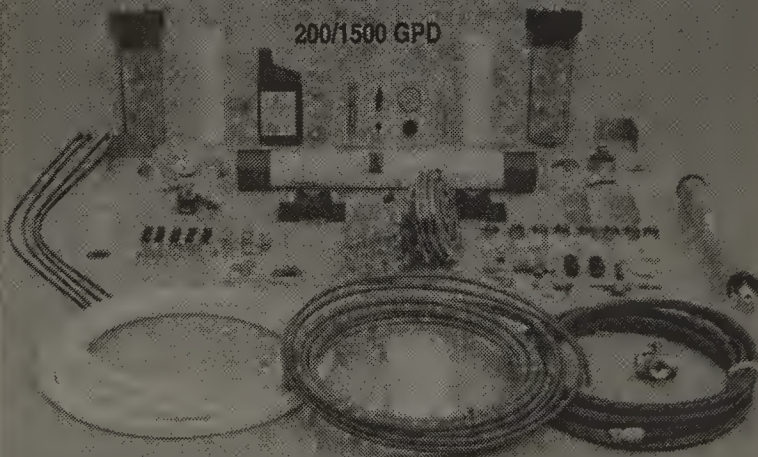
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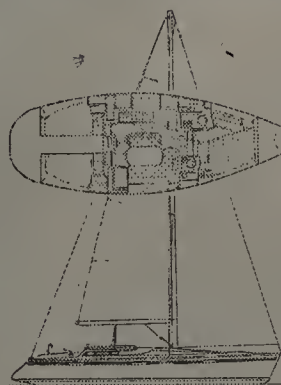
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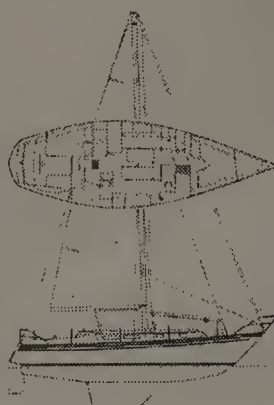
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'81 Nonsuch 30 — *Beau Chat*

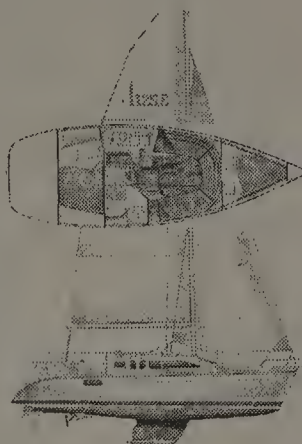
The ultimate in a live-aboard or pocket cruiser, *Beau Chat* is beautifully maintained and her unstayed cat rig makes for easy single-handling. She's superbly equipped for coastal cruising, including: Volvo diesel, auto-pilot, radar, GPS, knotmeter, depth, wind direction & speed, electric windlass, on-demand hot water, varnished interior, propane stove w/ oven, cockpit dodger, cockpit table and much more.

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'94 Hunter 29.5 — *Karavee*

The 29.5 is the first of the new generation of Hunters with the B.O.C. proven B&R Rig, plus this boat is ABS certified "Ocean." She's well equipped with 4 sails, 6 winches, full instruments, large cockpit w/ table, and sleeping for 6 in 2 private "staterooms." There's an enclosed head, full galley, hot shower in the head and on the transom, and lots more. Owner is being transferred overseas and is motivated. Replacement value: \$78,000 - only \$49,900.



'91 Hunter 28.....	37,000	'85 Hunter 28.5	21,500
'82 Hunter 27.....	14,995	'84 Islander 28	17,500
'73 Coronado 27.....	9,995	'66 Santana 22	3,450

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LETTERS

ably competent, professional — and clothed — 26-year-old woman. The rest of the boarding party consisted of males who appeared to be older. 3) Demanding that safety inspections be conducted at the dock and by unarmed Coasties is something that the general public and elected officials can understand and support. Including other silly demands to this agenda not only blows the whole effort, but undermines the credibility of all mariners.

↓↑THE ANSWER WAS HANDCUFFS

My story could be called 'The Virgin Gulag'; it's true and should be a warning to any foreign sailor wishing to visit the United States or its territories.

As a long time crewed charter skipper and mate, I'm familiar with the occasional irregularities in entry procedures. Such minor problems have always been resolved amicably in the case of confusion, strike action, simple oversight, bad weather, delayed arrivals/departures, and so forth. But the story I'm about to relate shows that such little problems are not *always* amicably taken care of in the United States.

On April 4, I noticed that my passport wouldn't be valid after April 22. I contacted the Netherlands Consulate in Puerto Rico, who sent me the necessary forms with instructions to get the details to New York for swift action. Our charter guests, New Yorkers, said they'd be happy to take the documents to New York and deal with the matter. The General Consulate said 'no' to this idea, however, saying that I had to dispatch the passport to our Honorary Consul in St. Croix, U.S. Virgins. She would forward it to New York via San Juan — which might take three weeks! I was desperate because we had charter guests at the time.

So I complied with the rules by sending the stuff to St. Croix. We left Tortola in the British Virgins, where we were told that a copy of the old document and a valid driver's license would make re-entering no problem. But we were warned that officials at the U.S. Virgins might not be so lenient. Nonetheless, we sailed for Charlotte Amalie, where we arrived after dark. Our late arrival meant we couldn't clear in until the next day.

My mate left for Philadelphia the next morning at 0700 — with my explicit instructions to regulate his status at the airport prior to leaving. He was waved on — but then returned to Immigration to point out that he wanted to be 'cleared'. They answered by putting him in handcuffs, reading him his rights, and flying him — in chains — to Puerto Rico. The charge: Entry without inspection.

We spent a week trying to get to talk to him, which was not allowed. The Dutch consul in St. Croix claimed she could not interfere and the General Consul in New York did no more than suggest we talk to an Immigration attorney — on our nickel.

After a week, a hearing was scheduled in St. Thomas. I went to it in order to see my mate. While in the courthouse, I was asked whether I was the captain of the boat the mate had sailed on. When I replied in the affirmative, I was asked to make a statement "to get the matter sorted out." Some promise! Within one hour I was arrested, handcuffed, and bundled on an American Airlines flight bound for St. Croix. Charge: Entry without inspection.

Friends were contacted to move the boat — with our guests on it — to the British Virgins. My mate spent *three weeks* in jail and \$3,000 on attorney fees for his 'crime'. I did *two weeks* and spent the same amount of money. In the end, thanks to private attorneys, we were permitted to leave after pleading guilty on a voluntary basis. We also had our Seaman's visas annulled.

What made it even stranger, two days prior to our voluntary departure from the U.S. Virgins, my mate, then in Puerto Rico, was told he was a free man and was flown back to St. Thomas.

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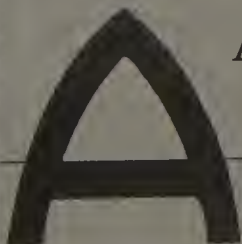
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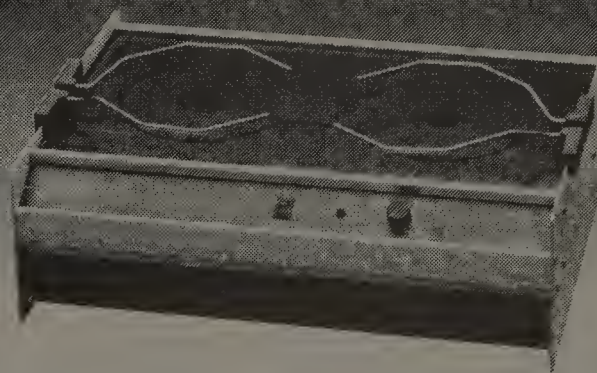
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LETTERS

It turned out to be an administrative error, and in true *Midnight Express* tradition he was taken back to Puerto Rico in chains! Things could have been worse, however. Because of the rampant racism of the other inmates and the U.S. prison officers, my personal safety was at acute risk. Fortunately, I was held separate from the others.

Nobody — not the British Virgins Immigration officer who warned me about U.S. Immigration, not any of the attorneys — could believe that my mate and I both got jail for such charges. So my advice for non-citizens entering the U.S. and its territories, only do so with a valid visa, check the status of your holding tanks and safety gear, clear in and out at all times, and *never* make any statements to any U.S. authority without your lawyer being present. Failing to comply with any of the above will render you game for a one way ticket to the American Gulag — even in the U.S. Virgins, the 'American Paradise'.

W. Philip van Zwam
S/V *Raffles*

Sint Maarten, Netherlands Antilles

W. Philip — You have to understand that if America wasn't vigilant about its Immigration laws, some Mexicans and Central Americans might try to brazenly sneak across the border in Texas, Arizona and California. And Chinese and others would be dropped off by boat at St. Thomas, Puerto Rico, Florida — and here's a laugh — maybe even inside San Francisco Bay! The United States absolutely can't have anything like that happen, so we're extremely vigilant about our borders. So even though your error was minor and readily admitted, jail is the only answer for the likes of you.

In truth, W. Philip, your biggest error was hiring an Immigration attorney to try to reason with U.S. Virgin officials. What you should have done was hire a civil rights attorney, demand food stamps, housing and other welfare, then sue the government for cruel and unusual punishment, racism, and all the other usual stuff.

If you had, you'd now be rich enough to be chartering the boat you used to skipper!

WHY DON'T FARMERS USE IT IN THE MIDWEST?

I just read your great July issue answer to Commander Thor Randall: "The problem with bullshitters and scam artists having been given credibility by the audience-hungry media is that nobody knows who or what to believe anymore." But what about your own comments in the past regarding soydiesel?

I submit that if soydiesel really were an environmentally sound solution, then it would be an economical one as well. The stuff was tested in the Midwest during the oil embargo and also in South Africa during their embargo days. The result was that it wasn't economic — nor was it particularly good for the environment because it took too much fossil energy to create this form of 'renewable' energy. I suspect that's also why it's so expensive.

I also suspect that this is why the farmers in the Midwest are not running their farm equipment on soydiesel. If it made economic and environmental sense, the farm co-ops would be making their own fuel. I know those who tout the stuff have said that it only takes one gallon of fossil diesel to make four gallons of soydiesel, but the fact remains that it's not being used in the Midwest where the beans are grown.

One of the things I have always liked about your magazine is that you're not too proud to invoke the famous quote from Pogo. Maybe it's time for *Latitude* to investigate this product a bit more?

Tom Hare
Cyberspace

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LETTERS

Tom — Just because something is environmentally sound wouldn't necessarily make it economically viable. Electric cars are a good example. And when you're talking costs, economies of scale come into play. Soydiesel may not be economically sound if only 10 million gallons are made a year, but it might turn a profit at a volume of 1 billions gallons.

And while there seem to be definite drawbacks with soydiesel — see the letter below — what's the rush to summarily dismiss a product that may ultimately prove to be better than what we have now? Maybe it just needs some reformulating. As one diesel mechanic said, "Soydiesel might well be a product ahead of its time."

↑↑INCREASED LUBRICITY

As the *Sightings* item stated, most of the benefits of soydiesel are derived from increased lubricity and internal engine cleaning. But I have a word of caution for those boatowners who are contemplating using the product. There have been numerous instances of fuel hoses deteriorating after being in contact with soydiesel. In fact, some mariners have had to re-hose their engines after using a high percentage of it.

It's true that soydiesel increases lubricity and internal engine cleaning, but the effect of this cleaning also applies to the boat fuel tank. Soydiesel apparently dissolves all the sludge in fuel tanks, therefore users should be prepared for frequent primary fuel filter changes — and possible fuel line obstruction.

Algae loves and thrives in soydiesel, so users would be well advised to put the proper biocide in their fuel.

Robert E. Sherman
Diesel Fuel Filtering
Alameda

Readers — When customers buy soydiesel, they are given a pamphlet that recommends switching to Viton fuel lines if the percentage of soydiesel in their tanks gets over 30%. However, one mechanic told us that this isn't enough because there aren't any fuel pumps with Viton diaphragms. And that soydiesel is indeed an excellent solvent that will break lose all kinds of gunk from tanks.

Soydiesel is environmentally friendly and may be the fuel of the future, but you should consult with your vendor and diesel mechanic before putting any in your tank.

↑↑NOW MORE THAN EVER

I'm a junior at the Palm Desert High School in California. Ever since my middle school years I've wanted to join the Coast Guard and become a helicopter pilot.

The sacrifice and loss of the helicopter crew that died in the recent helicopter crash off the Northern California coast has not deterred my career goal. Instead, their unrelenting effort to save lives and their ultimate sacrifice has only strengthened my wish to follow in their footsteps. I wish their family and friends strength.

Erik von Stockhausen
Bermuda Dunes, California

Erik — We hope you achieve your goal, because the world needs more helo pilots and fewer lawyers.

↑↑TOOLS . . . OPTIONS

I want to congratulate Latitude on your 'migration' to Mac platform computers for editorial work.

Here's a tip that might make you a little happier with word processing. I used to use Microsoft Word for DOS — I can't remember the version, it's been so long — and I always liked

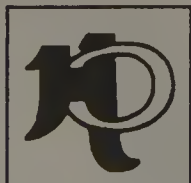


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LETTERS

how it didn't distract you with formatting, positioning or other page layout functions. It's the only thing I missed when I started using Macs about seven years ago.

Since then, I've found that you can come close to the old DOS 'feel' in World 6.0/7.0 by going to the "Tools - Options . . ." menu and choosing "Blue Background, White Text" for the General screen. Then change the default font to Courier — or Geneva, if you must — in whatever size is easiest for you to see. Then turn off all the toolbars, rulers, horizontal scrollbars and other distractions, and write. You still have some editing tools and other goodies, but you're not dealing with a word processor trying to be a page layout program. Oh, and you don't have to remember ESC/TRANSFER/LOAD/ETC type commands either.

On another note, I think you've got the right idea with your web site. As with any publication, content is far more important than flash. I don't think there is any other group that could put the same quality of content into your web site as you do into your magazine, so I think your decision to keep the site construction in-house is a good idea. Yeah, I know opinions are like . . . — but it's always nice to have someone agree with you. I'm look forward to watching your site's evolution.

Alan Street
San Diego

Alan — Help! For what seems like ages, we happily cranked out the editorial half of Latitude on — gasp! — ancient WordPerfect 5.1 laboring in creaky old MS-DOS. After years of others in the industry laughing at us for being dinosaurs, and of printers telling us we needed to get our entire publication on the Mac platform so we can send the whole magazine to them over the net, we broke down and bought some red-hot Mac clones and all the latest and greatest software.

With great expectations, we tried writing in Word with a blue background, and we tried writing in WordPerfect with a blue background, and we tried writing in the 'Edit' feature of PageMaker — which doesn't offer a blue background. Having put out one issue with the 'latest and greatest' everything, we've concluded that the only thing that the latest Mac clones with the latest versions of Word, WordPerfect, and Pagemaker can do better than WordPerfect in pre-Windows DOS is layout. Big deal! For simple writing and every other function, the 'latest and greatest' is a ridiculously slow and complicated horror.

Suppose we want to make a correction in this letter. In the old system we could find the file, find the error, make the correction, and get a formatted copy out of the printer in — we just timed it — 42 seconds. To do the same thing with the 'latest and greatest' requires about five times as many steps, takes five times as long — and in the process destroys a writer's train of thought. It's enough to drive us raving nuts.

As if that weren't bad enough, can someone who spends most of their day writing on a Mac or Mac clone please tell us what typeface and size they do it in. And please don't say Mac's version of Geneva or Courier, both of which are sure to drive a writer blind in a matter of days.

We realize that nothing can be this bad, so will those of you in the know please do us a favor by letting us in on the secret, the hazing has gone on long enough. And to save us from even another minute of agony, please e-mail us with the secret at richard@latitude38.com.

⇓ MOVE TO AVOID SHIPS

I'm writing in response to the July article on the Melinda Lee tragedy.

As a professional delivery skipper with nearly 30 years and 500,000 miles of ocean experience, I think it's critical that recreational mariners realize that merchant ships care little about



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LETTERS

small boats. They expect small vessels to get out of their way — and rightfully so because merchant ships that travel at up to 26 knots are much more difficult to maneuver. And like it or not, the rule of the sea is that tonnage rules. The responsibility for avoiding a collision rests with the small vessel.

Because small boats must look out for themselves, the deck must never be left unattended. I do deliveries with four-person crews, and two people are always awake and dressed. One is on deck and the second is on standby to assist if the on deck person needs help or has to go below. If either one of the two can't stand their watch, they have to be replaced by one of the two who are off watch. If you're sailing shorthanded and are alone in a known shipping area, you must always keep a watch on deck. It doesn't matter how much sleep you or your partner might lose.

With the advent of new navigation devices, I also think that recreational sailors rely too much on instruments and too little on common sense. How many crews aboard recreational boats, for example, even know how to read a ship's range lights? In my experience, very few.

The standing rule on my deliveries is that I'm to be called if there's anything any member of the crew doesn't understand. The peace of mind this gives me more than makes up for occasionally being bothered — even if the crew thinks the rising moon is a boat on fire. Don't laugh, that's happened more than once. If nothing else, being bothered shows that my crew is paying attention.

It's also common for people to put too much trust in radar. In 35 to 40 knots of wind, the waves cause too much 'sea clutter' for a small boat to be easily picked up by a ship's radar. When a small boat is pitching in seas generated by 40-knot winds, it makes it hard to pick out even ships — especially if the operator doesn't know how to tune the radar. Nonetheless, it's still easier for the crew of a small vessel to 'see' — with eyes or with radar — a big ship than the other way around.

By the way, don't expect to be able to call a merchant ship to tell them you're in their way. The crews of most ships don't respond because they don't speak English.

I've often discussed the big ship versus small boat problem with other industry professionals such as surveyors, marine insurance brokers, admiralty lawyers, and instructors for Coast Guard licenses. They all agree that small boats need to avoid big ships. I also believe that people should take Power Squadron courses — which are free — and something similar to a Coast Guard license test before they're allowed to go to sea. This wouldn't be an infringement of rights because safety is involved — as is the case with diving and aviation certification.

I have a great respect for both the sea and for merchant shipping. But the bottom line is that recreational boat skippers need to learn the rules — written and unwritten — and keep a keen watch. Based on what I read, there was no proper watch on the *Melinda Lee*.

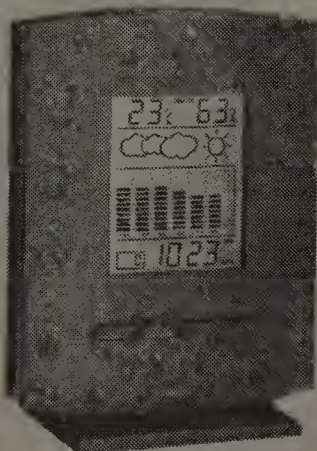
Nonetheless, I have tremendous empathy for Mrs. Sleavin, the loss of her family, and her terrible injuries. A similar incident happened to me at sea several years past. Our tragedies cannot be undone, but if everyone learns from them they might at least save future lives. Safe sailing to everyone!

Lu Dale
Yacht Delivery Service
Newport Beach

KEEPING CURRENT

It's with interest that I read Max Ebb's article about Bay currents and the new 'Local Knowledge' computer program. I've been using the program since March and found it to be surprisingly accurate and easy to use. Even some of the hot-shot

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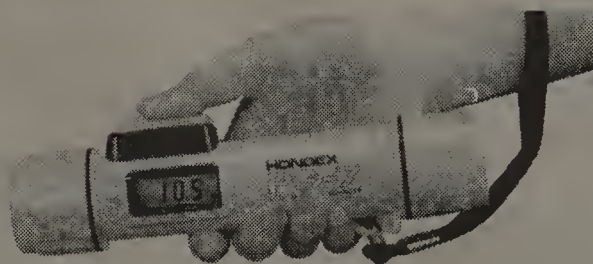
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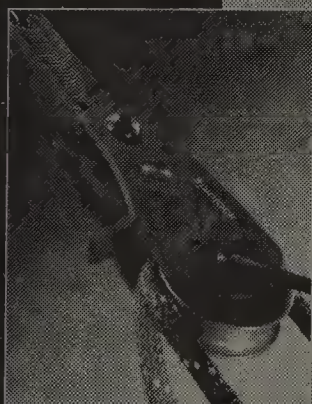
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LETTERS

racers I know admit to it helping them — particularly when going out the Gate.

While it's true that a purely mathematical interpolation will miss special "hydrographic" features, for the most part these don't occur in the Bay — except close in to Alcatraz and some other shores. Elsewhere the program's computations are a lot better than guesswork. The thing is, most sailors don't know the hydrographics either, nor know how to correct for seasonal variations.

As for the NOAA sensors, they're nice but only deal with a few points — and not where we're likely to sail. The program uses that information to make predictions over the entire Bay — and does it a lot better than the tidebooks. So more power to it!

Allan Fisher
Woodside

TIME TO GO, DRIFT, AND THE LIKE

I was surprised that Max Ebb left out most of the really neat stuff when he wrote about the Local Knowledge program. Besides displaying Bay currents all at once, at any day or time, it factors currents into navigation functions, computing course corrections, time to go, drift, and the like. It can even do a 'Bay Model' type display in which a line of 'bubbles' is set adrift, at accelerated speed, so you can see where they go to get an overall impression of current patterns.

I have sailed the Bay for many years, nonetheless I learned a lot from the program. In fact, the program provides most of the features of expensive navigation programs — including electronic charts — plus the current information — at about 1/10th the price. At \$60, it's a giveaway.

Sam Knowlton
On the Marina, San Francisco

IT WOULD NOT BE HARD FOR NOAA TO DO

In Max Ebb's article about NOAA's current sensors and our Local Knowledge PC program, he pointed out that the program's ability to use sensor data to fine tune its predictions is hampered by the fact that NOAA does not now offer the ability to download a compilation of its data — say all values for a given day.

This would not be hard for NOAA to do, given some stimulus — such as a stack of letters or a lot of phone calls. If interested parties call Mike Evans or Geoff French at 301 713-2806 or send them e-mail — mikeevans@noaa.gov or geofffrench@noaa.gov, we might be able to persuade them to do this. Then the program could easily be modified to read a compilation file and do its thing automatically.

The other point about use of the NOAA data is that it isn't necessary to do this very often — say about once a month in the winter and not at all from late spring until the rains start in November or so. Now that we are in July, the basic model with no sensor input is producing values which are right on.

The main problem with NOAA sensors from a mariner's perspective is that there are only a few sensors and at obscure points where mariners are unlikely to be. The value of the program is to extend this information to the rest of the Bay in a reliable way — even if only one sensor is reporting.

Users should be aware that the location of the Golden Gate sensor changed since the program was created earlier this year. We have since modified it, but a user can compensate fairly well by multiplying the new reported values by a factor of two.

David D. Brayshaw
Local Knowledge Marine Software
Sausalito

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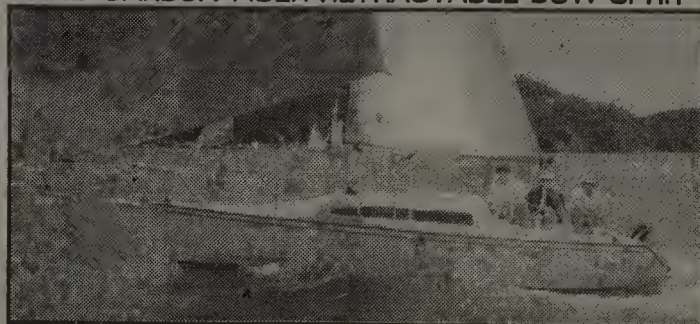


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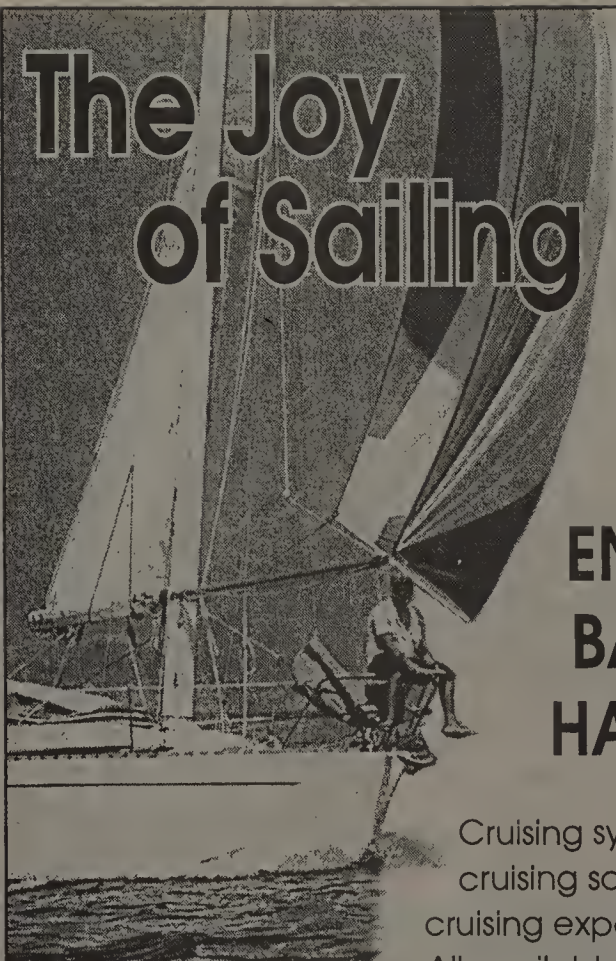


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LOOSE LIPS

Das boots.

First of all, the T-shirt sighting was a setup. Now that that's cleared up, I can say that the photo honestly depicts what my wife and I did a lot of while in Rudesheim/Geisenheim, Germany



— wandering the docks. We were visiting Sylvia's relatives for five weeks, so I got to check out a lot of marinas.

Anyway, sailing the Rhein is breathtaking and a little dangerous. The river traffic is awesome. I'll never complain about the Delta again! The currents on the river can be pretty awesome, too. Many local sailors are happy to sail it 'treadmill' style: sailing into the current and staying in the same spot for hours. That way, it's easy to sun themselves while enjoying glasses of beer or wine.

The marina in the photo is small even by Delta standards. They have a retired WW2 German E-boat for a clubhouse and it's very well cared for. Berthing rates average five times those in the Bay, so sailing is considered a rich man's sport here.

— george and sylvia zeiter,
Pier Pressure, Belmont

Woman driver.

Normally, press releases concerning personnel changes in various companies or organizations don't get much farther than our round file. But one faxed recently from the Coast Guard is worthy of mention. On Wednesday, June 18, the Coast Guard cutter *Buttonwood* got a new skipper: Lt. Commander Anne Ewalt. The *Buttonwood* will be the first 180-ft cutter to be commanded by a woman, but not the first cutter. Among other impressive resume entries, Ewalt also skippered the 95-footer *Cape Corwin* out of Maui.

Where will it stop?

There are different indices for the way the rich are getting richer. If you're a financial guy, it might be the fact that a jump in Microsoft stock kicked Bill Gates' net worth up \$3 billion in one day. If your interest runs more to sailing, it might be the increase in size of production boats.

When we started *Latitude* back in 1977, the largest production boat we remember was the *Columbia 57*. Only a few were ever built. Crank the clock forward to 1997, and consider Nautor Swan of Finland. According to a recent press release, they just completed the mold for a 112-ft 'semi-production' boat. We'll bet that the *Columbia 57* didn't cost \$100,000 new. We'll be surprised if the *Swan 112* doesn't run at least \$4 million.

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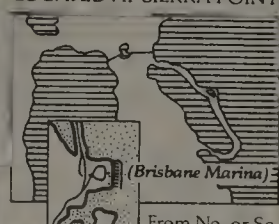
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LOOSE LIPS

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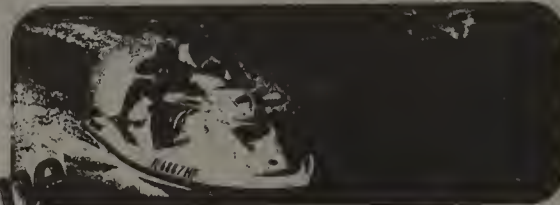
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attention. The danger with entendres is that sometimes they're triple or even quadruple, as this ad from the *Tahoe Donner News* so aptly demonstrates.

While the ad is obviously targeted at those who might want to tow waterskiers behind a jet ski, the catchphrase at the top could not sum up better the feelings of sailors and many other water users toward jet skis.

Are you sure you want that fish?

In a recent *Playboy* interview, Saul Bellow discussed the illness that has laid him low for the last two years.

"I went down to the Caribbean with my wife to finish a book about two years ago and ate some fish that was toxic," said the 82-year-old Bellow, who *Playboy* suggests may be America's best living writer.

"The toxin attacks the nervous system. I wasn't aware of this at all at first. Then I began to feel rather odd. I couldn't work and passed out one night in the bathroom. (My wife) got me over to Boston University just in time, because they told me I would have died that night.

"I thought I was going to die anyhow. I was in intensive care for five weeks and they didn't diagnose this strange ciguatera until I was out of intensive care. They thought it was Legionnaire's disease or dengue. . .

"But I survived, though I've had a hard time pulling myself together again. When I got out of the hospital, I couldn't even sign my name. It's taken a little more than a year to recover."

Organ donors.

Contrary to what many of you think, we actually do try to be organized. To that end, we're missing various body parts from our archives. If you have old copies of the following issues around, and don't want them anymore, we'd be most grateful if you could forward them to us: May 1977, October 1978, May 1979, August 1987 and July 1995.

Our friend Flicka.

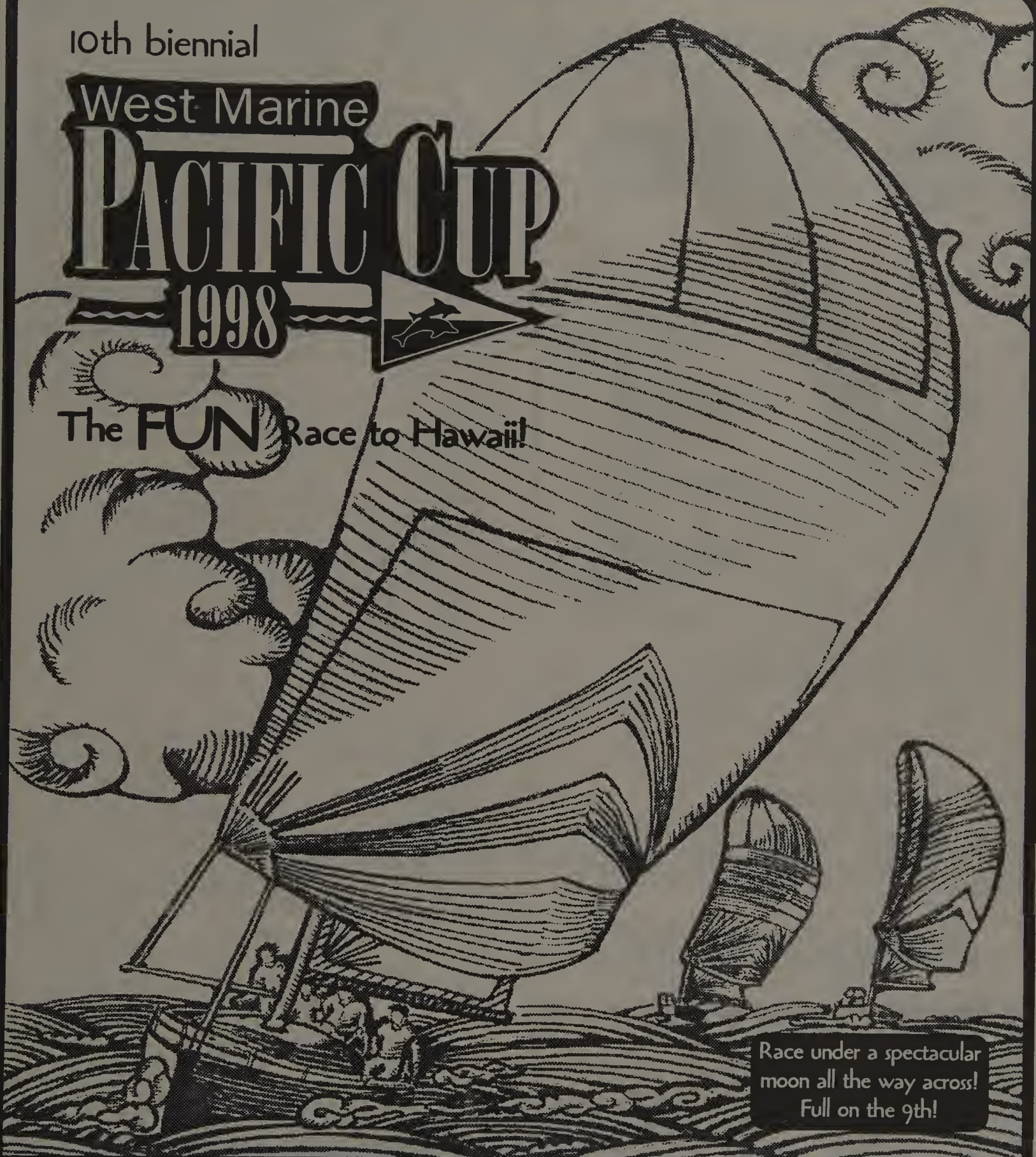
Now here's a great idea. The Flicka Friends Rendezvous '97 is slated to happen August 22-24 — at Catalina's Isthmus Cove! To enhance the inherent coolness of the site, the main bandstand area on the beach has been reserved for all-day use for the Flickans, and the event is even going to be catered. We may go out and buy one just to take part!

Flickas, for those of you who don't know, are one of the biggest small boats around. Designed by Bruce Bingham — the selfsame fellow who does those wonderful do-it-yourself drawings — about 20 years ago, the little pocket cruisers pack an almost unbelievable amount of space in their diminutive 20 feet. And many

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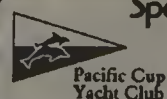
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LOOSE LIPS

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Wedding bells.

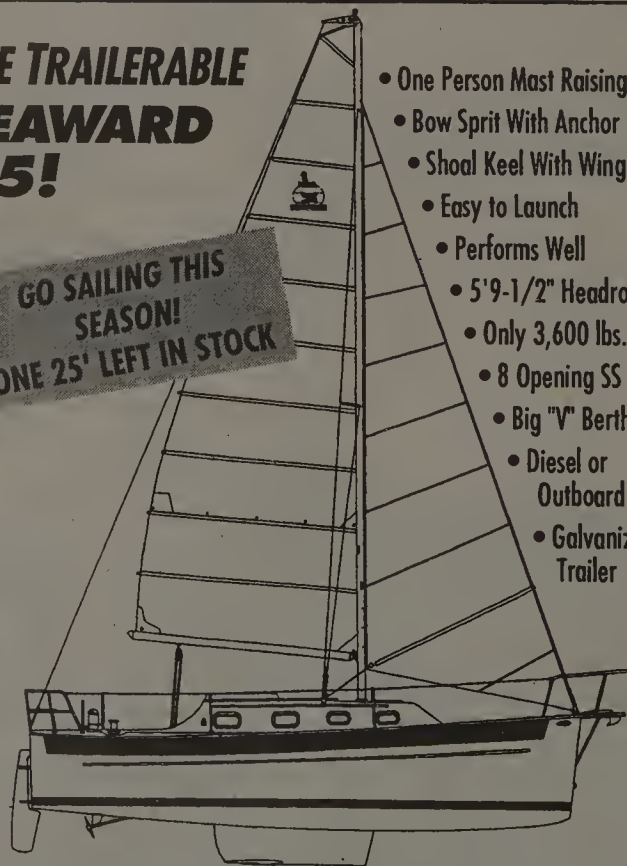
There's almost always at least one sailor's wedding after the TransPac, and this year was no exception. But as the fleet has shrunk, it's now up to the local Hawaiian population to carry on the tradition. No problem, as 400-some people celebrated the marriage of Fred Harper, commodore of Kaneohe YC, and Susan Jacquelin, commodore of the Women's YRA and assistant to RHORC chairman Ken Morrison. Congratulations to Fred and Susan, and a question: when you already live in paradise, where do you go for a honeymoon?

How powerboaters think.

A friend of some friends of ours recently changed religion, going from devout powerboater to sailor. He is enjoying it mightily, according to our mutual acquaintances, but still thinks a lot in terms of his former life. For example, one time as his Ericson 30 was rail-down and bookin', he declared, "Look, we're doing 22 knots!" Fortunately, our friends were there to point out that he was looking at the windspeed indicator.

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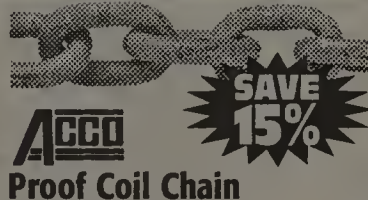


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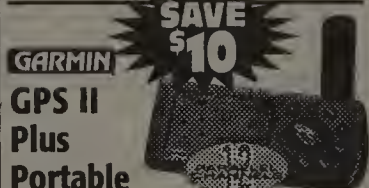


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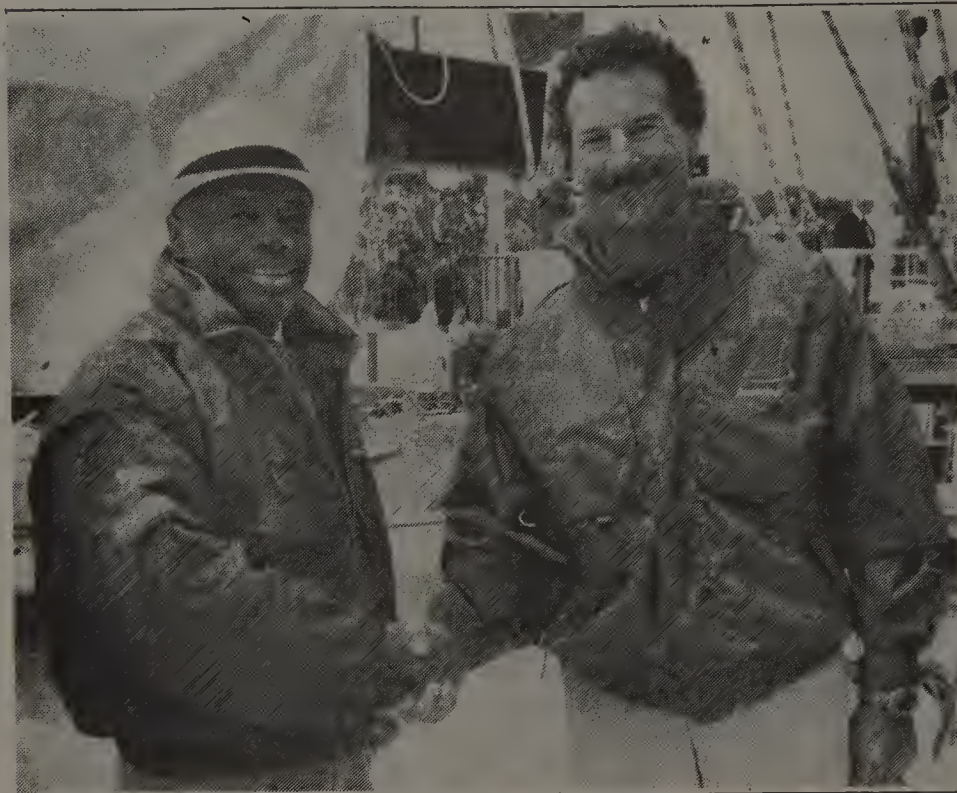
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americaone sails the bay

If Paul Cayard and the *AmericaOne* syndicate have their way, the sight of the first International America's Cup Class yacht sailing the Bay last month is just the start of big things to come. Or, as Cayard



LATITUDE/JR

Da Mayor and Da Skipper, Willie Brown and Paul Cayard.

put it at the boat's official introduction ceremony at the St. Francis YC on Saturday, July 19, "This is the first America's Cup boat to sail on the America's Cup course of 2003."

Those of you who have been keeping up with the next America's Cup know the abstracts: Eighteen syndicates from four continents, including five from the U.S., have signed up to sail against one another in the Huaraki Gulf west of Auckland early in 2000, all of them intent on wresting sporting's oldest trophy away from New Zealand. You must also know by now that two of the syndicates — Cayard's St. Francis YC-based *AmericaOne* and the San Francisco YC-based *America True* — have their roots right here in our own backyard.

Pretty much all 18 syndicates have been cranking out press releases and selling T-shirts for a year or more. But only about half of them have boats sailing. *AmericaOne* can now be counted among that half. With an official welcome by San Francisco Mayor Willie Brown, Jr. and a champagne toast by *AmericaOne* syndicate CEO George 'Fritz' Jewett, the shroud was pulled off the big red boat's stern showing her new name — and showing the year-old *AmericaOne* syndicate as a serious player.

It was certainly a moment of special significance for Cayard, who grew up sailing our local waters. In 1986, he had stood at the same dock as then-Mayor Dianne Feinstein smashed bottles of champagne over the bows of two 12-Meters, both named *USA*. These were the warhorses of the last Bay-based syndicate to vie for the America's Cup, the *Golden Gate Challenge*, headed by the charismatic Tom Blackaller. The newer of these two boats, sporting the first front rudder in Cup competition, made it as far as the challenger semifinals in Fremantle.

In more *deja vu*, *AmericaOne* is the ex-*Il Moro de Venezia V*, the same boat Paul sailed for Italy in the 1992 America's Cup. It went on to win the Challenger trials and race in the finals, going down 4 races to 1 against Bill Koch's *America*³ effort.

In the last America's Cup, Cayard sailed as helmsman/tactician for

continued outside column of next sightings page

alcatraz blockade runners remembered

The yachtsmen of the Bay Area were remembered fondly by attendees of a unique dedication on Alcatraz last month. The July 24 ceremony celebrated the opening of a permanent display of the American Indian Occupation of the island, which began in November, 1969. Many of the more than 200 Native Americans who attended the ceremony had taken part in the 19-month takeover of the now popular tourist site. The takeover — intended to draw attention to Indian rights — took place only six years after the Federal Penitentiary on 'The Rock' closed its doors forever.

"People with yachts brought us food and water," recalled attendee Jonathan Lucero. But that wasn't all. In fact, in the early stages of the occupation, yachts played an integral part.

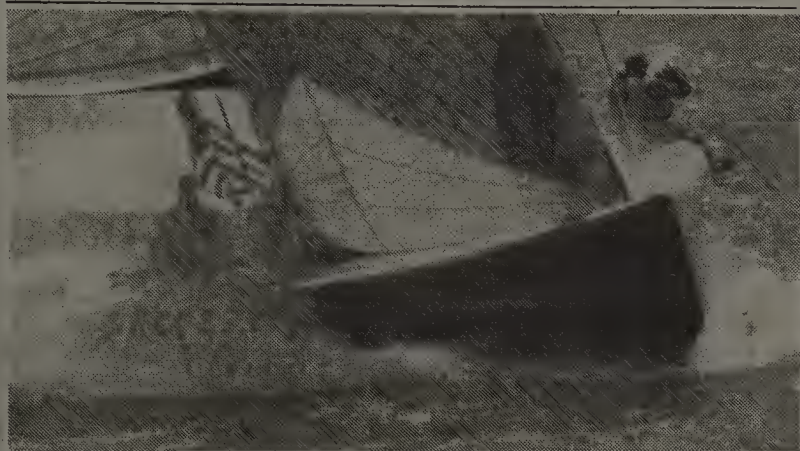
"I guess I became the main boating contact because I lived aboard at the time," recalls Sausalito journalist Brooks Townes. "I got this call one day asking if I could arrange to transport 60 Indians to Alcatraz. I made some calls, lined up three or four boats and borrowed about 75 lifejackets. Since we were going to make the trip at night, the arrangement was that a representative of the Indians meet me in the No Name Bar at, like, 1 in the morning.

"Well, the message got screwed up. So about 1 a.m., 90 Indians walked into the No Name, some of them in warpaint and tribal dress — and asked for me."

It was the start of a memorable nine days. That's how long Townes and other waterfront people such as Peter Bowen, Bob Tefft and Mary Crowley transported Indians and supplies to Alcatraz under cover of darkness. After the first night, the Coast Guard had set up a blockade of the island, but since it consisted of only one cutter, it was easy just to wait until it was on the opposite side of the island.

Later, as the blockade grew to two ships, the yachtsmen became more creative. "One of the guys helping out used to do some kind of covert military stuff, so he'd suggest ways we could run the blockades," says Townes. One of the things they did was have perfectly legal 'diversionary' boats — with no Indians aboard — sail by the City side of the island. When the Coasties rushed over to check them out, the blockade runners would land. Another time, they soaked a raft of lifejackets in diesel fuel and set it on fire. While the cutters were putting that out, the yachts were offloading. At the peak of the occupation, there were up-

continued middle of next sightings page



"It meant a lot to me to be sailing the first America's Cup class boat under the Golden Gate," said Cayard. "Especially this boat." Above, though old for an IACC, 'AmericaOne' can still cook. Look for her sailing regularly on the Bay.



SIGHTINGS

americaone — cont'd

Dennis Conner's *Stars & Stripes* campaign.

But that was then and this is definitely now. "I want San Francisco to be the center of the sailing universe for four years," said Mayor Brown. "Or maybe 20, 30, 40 years! I'm looking forward to the America's Cup being based in San Francisco."

AmericaOne was swarmed by spectator boats almost from the minute it left the dock for its first sail on the Bay. (The boat had only arrived here the previous Tuesday, necessitating a whirlwind assembly effort at Richmond's KKMI boatyard.) In a one-hour sail for the press, helicopters buzzed overhead, the fireboat sprayed water, and Cayard executed some 12-knot 'flybys' of the double-decker media boat, passing so close at times that if you'd have stepped off, you would have fallen on him. Paul's been around long enough to know what impresses people,

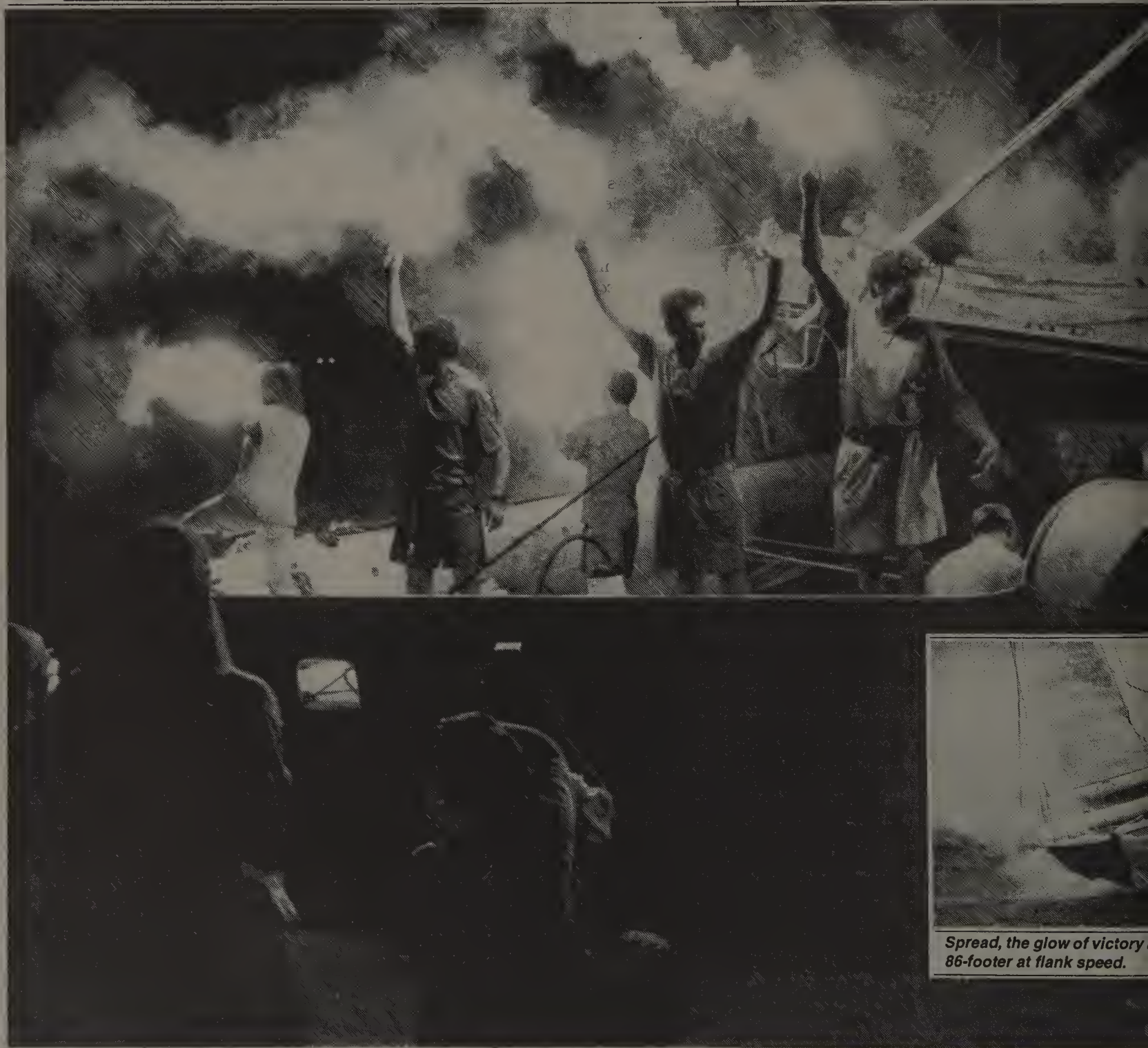
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alcatraz

wards of 500 Indians living on The Rock, recalls Townes.

Before the Sausalito connection faded away, to be replaced by yachts and fishing boats from Berkeley and San Francisco, Townes says, "We donated 32 boats, 2 airplanes and a hot air balloon" (though not all of these assets were used).

The main purpose of the takeover was to protest a Nixon administration attempt to close reservations. Although in its latter stages, the occupation fractured into other 'causes' that resulted in the torching of the old warden's residence and the



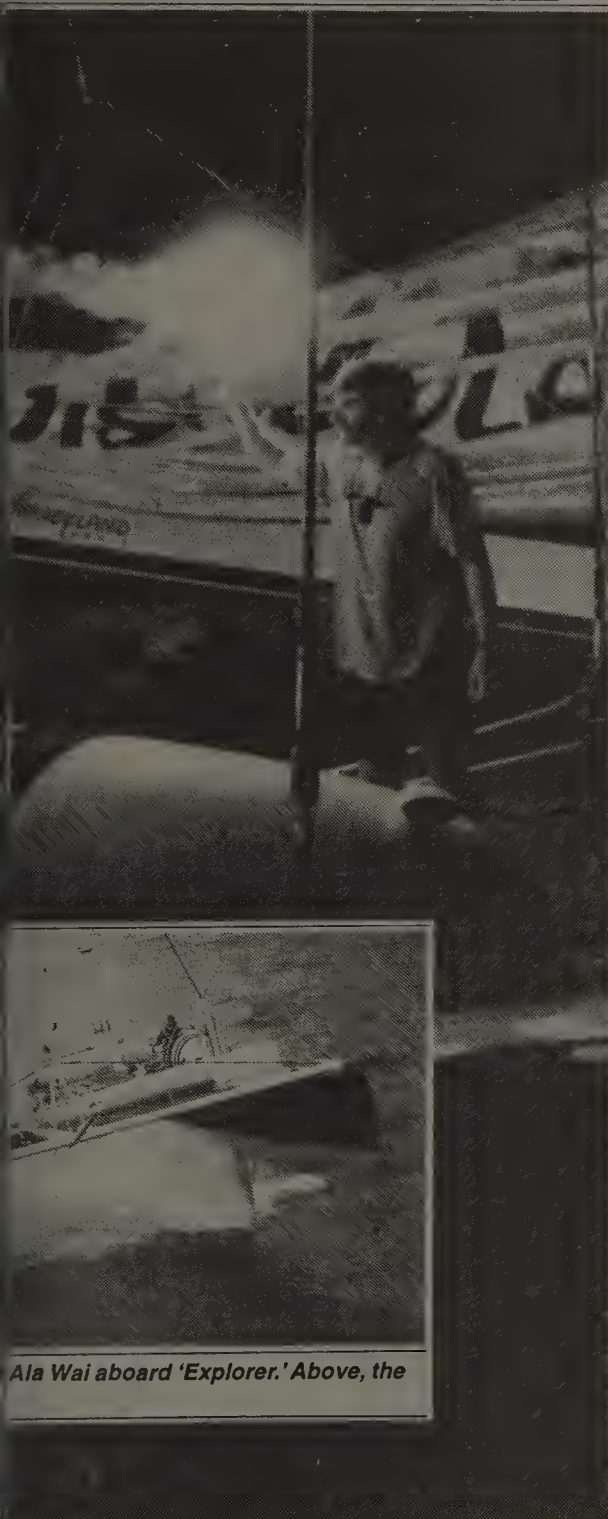
Spread, the glow of victory
86-footer at flank speed.

— cont'd

death of a child — resulting in an almost total loss of public support — the government did back off on the new policy.

According to an article on the dedication in the *Marin Independent Journal*, the significance of the Indian occupation of Alcatraz lives on in perhaps more important ways. Before, said one attendee, she had tried to hide her heritage. Since the occupation, she and others have attended pow-wows throughout the country to encourage Native Americans to be proud of their heritage.

continued middle of next sightings page



SPREAD LATITUDE/RICHARD; INSET COURTESY CAM LEWIS

americaone — cont'd

and with the breeze a healthy 15-20 knots, he didn't disappoint. In fact, his deft, dinghylike handling of the 75-ft, 19-ton yacht drew several rounds of applause from the 200 or so people aboard the media boat, both from supporters and the press.

AmericaOne — which will reside at KKMI until the team takes up residence at its new compound on Pier 3 — will not be racing for the cup-herself. Though state of the art when she was built in 1991, her wide-body design has been superseded by newer, slimmer IACCs. That task will fall to a yet-to-be-built Bruce Nelson-managed design. In the meantime, *AmericaOne* will serve as the syndicate's main marketing tool. She's slated for a full schedule of corporate team building, community programs, client entertainment, chartering and supporter hospitality activities — all vital components of a modern America's Cup campaign. Come next June, the boat will also be used for crew tryouts.

Sponsors and suppliers of *AmericaOne* include SAIC (Science Applications International Companies), a San Diego-based technology and development company that has helped crank up the high-tech end of various America's Cup syndicates beginning with Conner's successful campaign to recapture the Cup in 1988; SGI (Silicon Graphics Incorporated), whose high-end computers will provide *AmericaOne* with, in essence, a 'wind tunnel on a desktop' for the testing of sails, hulls and appendages; the San Francisco law firm of Brobeck, Phleger and Harrison, which will provide corporate, labor and licensing advice, as well as insurance, to the syndicate; Ernst & Young, the largest unified firm delivering integrated professional service such as tax and auditing services; and Failure Analysis Associates, the world's leading scientific consulting firm engaged in determining and explaining why and how things go wrong. One of their main missions is preventing any *AmericaOne* boat from ending up like *OneAustralia*, which you'll recall folded up in the middle and sank during the last Challenger series.

We congratulate *AmericaOne* on their new boat, and look forward to covering the evolution of their team in the next few years.

For more on the *AmericaOne* syndicate, contact them on the internet at <http://www.ac2000.org>.

lighting up the night

When Bruno Peyron's 85-ft catamaran *Explorer* tied up at the Hawaii YC after obliterating all previous California to Hawaii sailing records, her crew of world-class sailors celebrated by each lighting off a brilliant flare. Collectively, the flares lit up the Ala Wai Yacht Harbor with a smoky orange glow all the way to Waikiki YC. The celebration, despite being somewhat against the law, is an example of *joie de vivre*, which means to lead life in a celebratory fashion. The assembled crowd, tiny by French standards, loved it.

The world needs more *joie de vivre*, wouldn't you agree?

The complete story of the '97 TransPac begins on page 126.

freak accident, good save

Of the infinite variables surrounding any crew overboard situation, the scariest may be when the most experienced person on board is the one that goes over the side. That's exactly what happened aboard Manouch Moshayedi's MacGregor 65 *Black Jack* in late June. As Mitch Strohman was flying through the air, before he even hit the cold Bay water, he was thinking, "This is a serious deal. Will they be able to get me back?"

The incident occurred on June 28 as *Black Jack* was maneuvering for the start of the Coastal Cup race to Santa Barbara. Sailing under a small jib and single-reefed main in 20 knots of wind about 20 minutes before their start, the boat was headed toward Marin as the crew worked

continued outside column of next sightings page

SIGHTINGS

save — cont'd

to put a second reef in the main. Before it could be completely nailed down, Strohman, at the helm, called for a jibe back toward the starting line. As the boat curved to starboard and he released the windward runner, "I just got launched," he says.

He never saw what hit him. "At first I thought it was the other runner, but as soon as I surfaced, I saw that it had been taken up. The only other thing it could have been was the mainsheet." On *Black Jack*, the main traveler is right in front of the steering station.

Strohman had a lot of pain in one elbow, the result of a partial wrap by the mainsheet before it threw him off the boat. But what concerned

continued outside column of next sightings page

don't mess

It happens all too often. Joe (or Jane) Boater is out cruising the Bay when he/she sees an approaching ship moving slowly along.

"Aw, there's plenty of room. I can cross easily in front of that ship," thinks J. Boater, and holds his course. As he crosses, he notices that the ship was advancing a little faster than he first thought — and that for some reason it made a sudden, drastic change in course.



with rule 9

This situation looks *very different* from the bridge of this and many other freighters and tankers that move through the Bay every day. From the bridge of such a vessel, this incident is a hair-raising heart stopper.

Three main factors affect the large vessels passing through San Francisco Bay: limited maneuverability, limited visibility

continued middle of next sightings page



Spread, 'Black Jack' crew rescues their helmsman. Above, back stairs made reboarding easy.

save — cont'd

him more was the relative inexperience of many of the nine crew.

As Mitch watched them spring into action, he was thanking his lucky stars that they had practiced for this very eventuality the week before in windy conditions off Newport Beach. (The 43-year-old Long Beach sailor also delivered the boat here from Southern California.) And just as they had rehearsed, Strohman saw one man get assigned to keep pointing at him, and the appointed watch captain take the helm and start attempting to get the boat back to him.

Unfortunately, this was no drill and there were other complicating factors. The sails, for one. In the confusion, the main had been let go, and it ended up flopping all over the place, its luff pulled out of the mast. That made it impossible to tack the boat. Also, the engine wouldn't start. This was discovered at the dock at Golden Gate YC that morning, but deemed a small glitch that could be dealt with later. Now, however, the problems compounded into one scary fact: they were having a hell of a time getting the boat back to Strohman. Fortunately, before getting too far away, the man-overboard ring and its attached pole were thrown within Strohman's grasp.

Mitch, despite the limited use of one arm, was doing okay. Although he was not wearing a lifejacket, he was also the only one aboard who had not donned his foulies or seaboots. So he didn't feel 'weighted down' at all. It was also reassuring that two other race boats stood by. "I gave them the 'I'm okay' sign" and they knew enough to stay clear while *Black Jack* tried to get back to me," says Strohman. (If all else had failed, the two of us in *Latitude's* photo boat were also ready to lend a hand.)

The one thing they hadn't practiced off Newport was the use of the Lifesling. This system — which consists of a lifering and long floating line packed in the ubiquitous yellow pouch — is meant to be dragged behind a boat, which then does circles around the overboard person until he or she is able to reach the line (similar to how a ski-boat gets the tow rope back to a downed water skier.) But on *Black Jack*, they were trying to throw the lightweight Lifesling ring, which in the stiff breeze wouldn't go more than 8 or 10 feet. Then they'd haul it in and try throwing it again.

After about 20 minutes, *Black Jack's* crew was finally able to maneuver close enough to Strohman for someone to reach over and grab the MOB pole and drag him alongside. Then it was just a matter of Mitch guiding himself around to the stern and, with a little help from his friends, climbing up the steps on the boat's 'back porch.'

The race forgotten, *Black Jack* headed back to the City Marina. Another attempt was made to start the engine and this time, like some cheap joke, it roared to life. Upon arrival, Mitch was rushed to the hospital. Aside from being slightly hypothermic — "two hours after changing into dry clothes, my core temperature was still 95°" — he suffered only rope burns and bruises. No broken bones or other permanent damage.

Strohman has been sailing 24 years "and this is the first time I've ever fallen off a boat," he says. But it's not the first crew overboard situation he's been involved in. About five years ago, he was at the helm of a boat at Block Island Race Week when a crewman went over. That man was also recovered okay.

Having seen the situation from both ends of the spectrum, we asked Mitch for any other random thoughts and observations he had that might help others deal with a similar situation.

- "I think if we hadn't practiced man overboard drills — and there hadn't been other boats around — I could have been in serious trouble."

- "One thing I learned at Block Island and noticed here, too, is how important it is to get the boat in order before you go after your guy. Yet at the same time, how *extremely* hard it is to keep sailing away from him. To really do the man in the water the most good, you almost have to divorce yourself from him until you get the boat *ready* to save him. When I was in the water, I could see the look on the helmsman's face

continued outside column of next sightings page

SIGHTINGS

save — cont'd

and I knew just what he was thinking — I don't want to sail away from this guy, but I have to.

- "The lifejacket issue — I had one aboard, and I sure wish I'd been wearing it. Considering the conditions, probably everyone was going to be wearing theirs once we got into the ocean. But we just hadn't gotten around to it. I know the St. Francis now has a mandatory lifejacket rule for their races, but in Southern California it's not as big an issue. Unless the conditions warrant it, we generally don't wear lifejackets.

- "Because we had some inexperienced people aboard, one of my main concerns while I was in the water was that someone else might get hurt or thrown overboard. Fortunately, that didn't happen."

- "One of the most important things — and something I tell every crew when this subject comes up — is not to panic. It never occurred to me to try any goofy stuff like trying to swim to Alcatraz or something. If I'd have panicked, I believe things would have worked out very badly."

being prepared

"Two o'clock in the morning on the deck of a pitching boat is no time to try to read the instructions on how to use a flare or inflate a liferaft," contends Jim Drake of Redwood City's Drake Marine.

So when a couple of about-to-take-off cruisers wanted Drake to help them with a 'anxiety reduction program,' he got promises of help from the Redwood City Fire Department, which was dying to show people how to best use fire extinguishers, and the Coast Guard, which was eager to demonstrate the proper use of flares and the latest in EPIRB technology.

Soon other soon-to-be cruisers heard about the six-hour program and asked if they could attend. When West Marine got wind of it, they promised to provide demonstrations of the latest in safety equipment.

The July 19 program proved to be as fun as it was educational for all involved, so Drake will offer the 'Survival Class' again on August 28 from 0800 to 1400 at the Portside Dock in Redwood City. The fee is \$25 and the only bad news is that there's only room for 25 participants.

Once again, the Redwood City Fire Department will be offering live fire extinguisher training, in which you get to shoot your extinguishers to see how effective — or ineffective — they are. Ace Fire will be on hand to recharge the extinguishers so you can fire them off a second time or get them recharged.

The Coast Guard will give a hands-on demonstration on the proper use of signaling flares. You've got them, but if an emergency arose right now, would you know how to set one off quickly without burning your boat down or flambe'ing your hand? We'd be lying if we said that we did. The Coast Guard will also give a presentation on the latest in EPIRB technology.

Most cruisers have a box on deck labelled 'liferaft'. Do you have any realistic idea what's inside, or how much room it would provide if you could even get it launched and inflated? To educate folks, Hewitt Life Raft Company will inflate a raft and let everybody climb in to discover, if nothing else, that a 'six man' raft really only has room for about three people. After spending two minutes in a liferaft, we can assure you that you'll be delighted to spend two days making sure all your thru-hulls and bilge pumps are in top condition so that you'll never need to use your raft.

Drake doesn't want anyone to starve during the six hour program, so all participants will get to enjoy a 'survival lunch' made up of the delicacies found in a typical liferaft. If you've been wavering on whether to buy an EPIRB, one bite of liferaft cuisine will convince you to get a state-of-the-art 406 type EPIRB — if not two.

West Marine will be on hand to provide an in-the-water Lifesling

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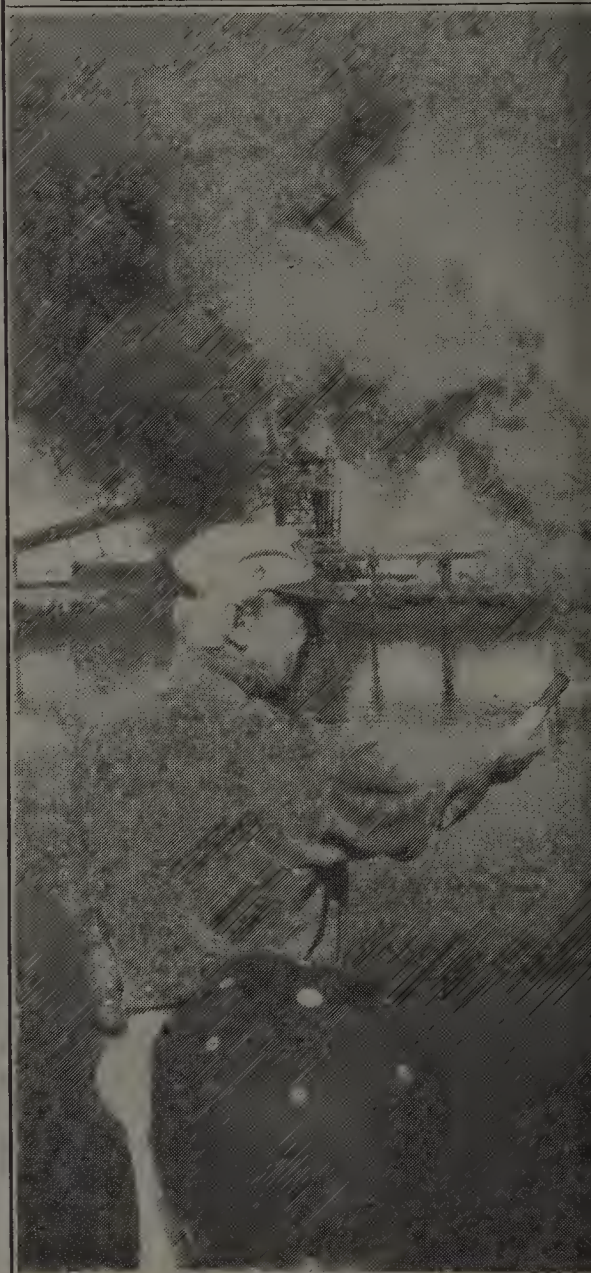
rule 9

and dangerous obstacles.

Maneuverability — Large vessels need to allow a lot of room to turn and they need a lot of time and distance to stop. So all maneuvers must be planned and initiated early. If an evasive action *may* be required, the action must begin much sooner than on a smaller vessel.

Visibility — The bow of a large vessel, hundreds of feet away from the bridge, obscures forward visibility, especially close in. While it may be clear to a smaller vessel crossing in front of a large ship that there is plenty of room, from the bridge of that ship, the smaller boat may have completely disappeared from view under the flare of the bow.

Dangerous Obstacles — San Francisco Bay is a virtual obstacle course for the large vessels that transit it daily. Bridges, islands, submerged rocks and other traffic are serious hazards for large



— cont'd

vessels constrained by deep draft. Bearing in mind their limited maneuverability, unplanned turns can be extremely dangerous. Further, due to the Bay's swift currents and the need to maintain a minimum steerage speed, even just slowing down can pose a danger.

That, in a nutshell, is why the Coast Guard aggressively pursues violations of the navigation rules in San Francisco Bay.

Rule 9 violations are the most frequent complaint our office investigates. Under Rule 9, *all vessels less than 20 meters (66 feet), vessels engaged in fishing and all sailboats can not impede the passage of a vessel that can only operate safely in a narrow channel or fairway.*

The Captain of the Port has designated all major deep draft ship channels in San Francisco Bay as narrow channels or fairways. Additionally, some channels are

continued middle of next sightings page

prepared — cont'd

demonstration. In addition, they'll have all kinds of PFDs, survival suits, and safety harnesses for participants to try on. All safety gear will also be offered at discount prices.

If you're looking for a sit-down lecture on cruising safety gear, this event is not for you. But if you personally want to shoot fire extinguishers, set off flares and crawl around inside a liferaft, this is what you're looking for. But call Drake Marine immediately at 365-8686 for reservations.

Given the near certainty that this survival class will sell out, Drake, who was the skipper of *Big O* for her trip from California to Turkey and back, has agreed to organize a similar program in San Diego for *Ha-Ha* participants.

go cruising, get certified

In the past, if you wanted to crew on a voyage, learn sailing skills, qualify for ASA certification and enjoy exotic locales like Mexico — all at the same time — well, you were out of luck. It was an either/or situation. You could join a cruise through the Crew List, select a charter if your time was limited or, for those wishing to extend their learn-

continued outside column of next sightings page



SIGHTINGS

certified — cont'd

ing curve, attend courses at a sailing school. But until lately, it was impossible to get the whole enchilada in one package. That all changed, however, when Sausalito-based Captain Alan Olson began offering expeditions aboard his schooner *Maramel*. Now sailors can get the feel of an ocean passage, sharpen their navigation and sailing skills, get ASA certified and enjoy margaritas at sunset in Mexico — all in one trip!

Olson is certainly no stranger to sailing instruction or chartering. Over the last 20 years, he has put thousands of bluewater miles under his belt, nearly all as a teacher. His former schooner *Stone Witch* made numerous trips to Mexico and the South Pacific — without an engine. His current William Hand-designed *Maramel* has hundreds of thousands of miles under her keel, including Olson's 11,000-mile Pacific Rim Expedition in 1994-'95. In this 11-month grand tour of the North Pacific, Olson and his revolving crew of charter guests sailed from Sausalito to Hawaii, Guam, the Marshall Islands, China, Japan, Alaska, Vancouver and Seattle before returning to the Bay Area. During the '95-'96 winter season, Olson collaborated with Sausalito's Modern Sailing Academy, a local sailing school, to offer ASA (American Sailing Association) certification to qualifying guests during the first leg of a six-month cruise to Mexico. Largely due to the success of that 'pilot' trip, Olson decided to expand the program.

The 54-ft classic schooner *Maramel*, built in 1929, has been Olson's floating classroom during his 10 years at her helm. She is well suited to the task of carrying passengers safely and comfortably on ocean passages. Thoroughly refit and refurbished, with nearly new sails, rigging, radar, GPS and all the appropriate safety gear, as well as the addition of a newly-installed turbo diesel engine, *Maramel* is an ASTA (American Sail Training Association)-registered ship. She carries up to six passengers and, when not girdling the globe on one of her frequent expeditions, *Maramel* sails regularly on local Bay and Ocean instructional cruises and charters.

Olson will offer ASA certification to qualifying participants, and has joined with the Canadian-based ISPA (International Sailing and Power Association) to offer internationally-recognized certification. The only California-based skipper currently certified as a school by ISPA, and one of only a handful of certified navigation instructors, Olson will teach celestial navigation and passage-making skills, in addition to seamanship and boat handling skills. Although the emphasis will be on learning for those who want certification, Olson is quick to point out he is not running a 'schoolship'. "*Maramel* will not be a sailing boot camp," stresses Olson, guaranteeing that the guest crew will "have plenty of fun."

Assisting Olson for several legs of *Maramel*'s Mexico Expedition will be fellow sailor and instructor, Captain Kevin O'Neill. Associated with Sausalito's Modern Sailing Academy since 1987, O'Neill has sailing in his blood. The son of one of the original partners of Santa Cruz-based O'Neill Wetsuits, Kevin is a fully certified instructor in addition to holding a Coast Guard license. No stranger to *Maramel*'s helm, O'Neill has often served as Olson's relief skipper.

Maramel's skipper and crew will toss off the docklines November 1, enroute to San Diego and points south. Ten one-week 'legs' will be offered, featuring such diverse ports and anchorages as Catalina, Cabo San Lucas, the Sea of Cortez, La Paz, Puerto Vallarta and Manzanillo, before a late spring return to the Bay. Average cost per leg is a bit over \$1,500, which includes bunk, meals on board, all ship's expenses, use of equipment, instruction and, for those who qualify, ASA or ISPA certification. For those who want to just sit back, relax and enjoy the view, that's okay, too.

Like many previous expeditions, Olson's Outward-Bound style stresses that there is often as much to learn off the boat as on. Crew will practice Spanish, explore and shop in local markets (and cantinas), interact with the local population, fish and swim. Olson promises that *Maramel*'s crew will have fun, relax and, for those with advanced in-

continued outside column of next sightings page

rule 9

designated as Regulated Navigation Areas (RNAs) in order to organize traffic flow patterns. Rule 9 also applies to RNAs.

Rule 9 places the obligation on the smaller and more maneuverable vessel to avoid impeding the larger constrained vessel. The rule is there to protect the smaller vessel from being crushed by the larger, and to prevent the larger vessel from making erratic maneuvers and grounding. The grounding of a large freight ship or tank vessel could have an immeasurable negative impact on the Bay Area's environment and economy.

Those who violate Rule 9 can expect to pay a civil penalty of as much as \$5,000.



— cont'd

Anyone having questions about Rule 9 or other boating safety issues can contact the Coast Guard Marine Safety Office San Francisco Bay Investigations Department at (510) 437-3148.

— lt. ben benson
investigating officer, marine safety office
u.s. coast guard

Editor's Note — All we can add to the foregoing is a reminder to readers that five short blasts from an approaching ship means 'I'm in doubt about your intentions.' If you're the object of that doubt, you should make an immediate and dramatic course change away from any further confrontation.

certified — cont'd

struction in mind, learn. When this trip is over, many will bring home a handsome certificate to prove it.

— john skoriak

For more information on Marmel's upcoming voyage, contact Schooner Expeditions at (415) 331-1282.

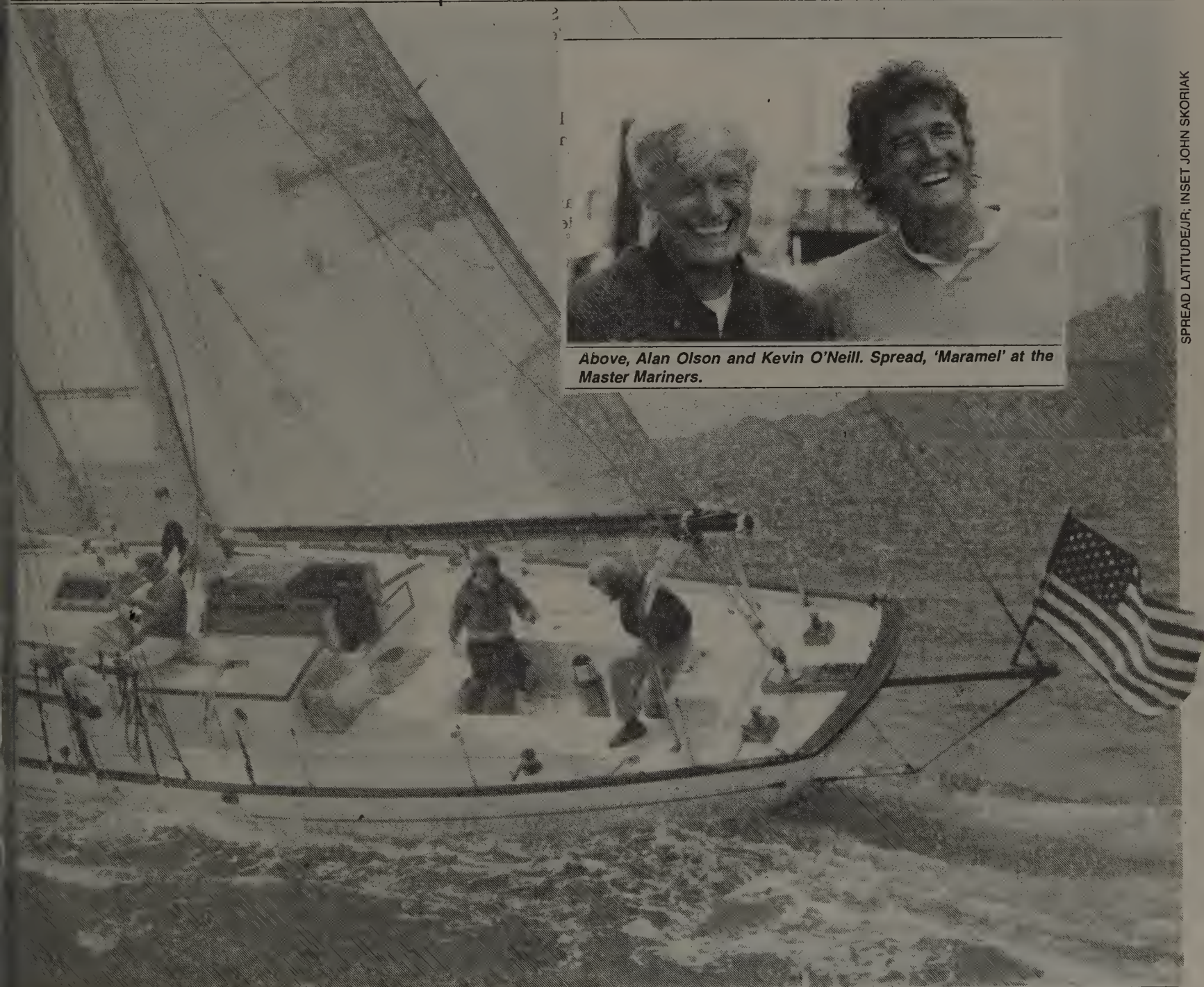
gales of laughter expected at ha-ha

When the Wanderer, Grand Poobah of Baja Ha-Ha IV, advised those expecting to participate in October 28's San Diego to Cabo cruiser's rally to get "as much time on the water as possible", perhaps not everybody understood what he meant. The photo on the next page is of brothers Greg (left) and Dennis Koehn of the Rawson 30 *Voyager*, who evidently think they're building their sea time. Oh well, rest is important, too.

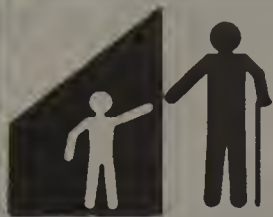
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Above, Alan Olson and Kevin O'Neill. Spread, 'Marmel' at the Master Mariners.



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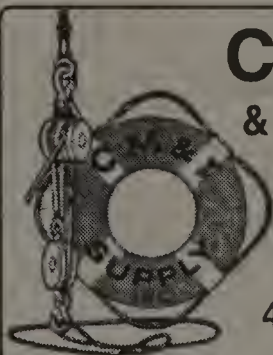
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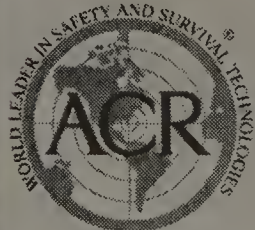
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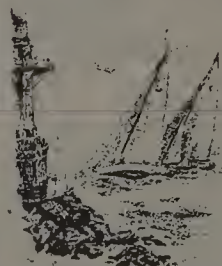
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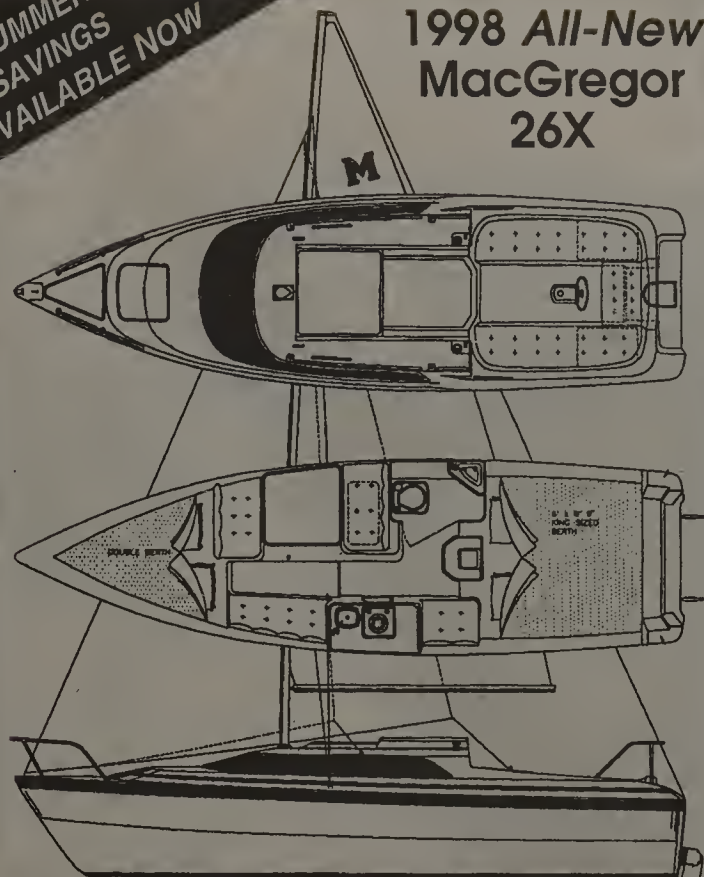
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This letter is to inform you that we have completed the first sea trials of our new set of Low Cost Sails and are very well pleased with the results. Our heavy Westsail 42 moved along beautifully in light breezes with excellent sail shape and all the telltales streaming happily.

We are happy with the quality of the workmanship on all six sails; and although we haven't yet use them, the two storm sails are 'definitely bullet proof.' The standard batten pockets on the main, mizzen and staysail are works of art and the batten fit-up is perfect.

I would recommend your sails without reservation. In fact, the only change that I would recommend is that you rename your company "High Value Sails," as the connotation of low cost tends to be one of inferior workmanship--something that you definitely do not tolerate.

Sincerely,

Robert M. Hubbard

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HIGHEST QUALITY



ha-ha — cont'd

Based on the 158 paid entries received by the July 20th deadline, many Americans who've worked hard the last 20 or 30 years are ready to slow down. None more so than Gary Swenson, however. For the last nine years, Gary has raced jet-powered cars. The latest of these was a 'funny car' called *Quarterflash* which was powered by a Pratt & Whitney P-60 jet engine that puts out 11,000 horsepower. The engine in his Endeavour 43 *Quarter Splash* puts out about 1/100 of that, but Gary says that's fine with him.

Is a 158-boat fleet too big? The Grand Poobah doesn't think so, having sailed as part of a 175-boat fleet from the Canary Islands to St. Lucia in 1995. "And those skippers spoke about 10 different languages," he says. Besides, this year's Ensenada Race had about three times that many entries.

San Diego can certainly absorb the fleet, and the anchorages at Turtle Bay and Santa Maria can each hold 1,000 boats apiece. Like to get away from the crowd? There's plenty of room to do just that at the other sides of both Turtle Bay and Bahia Santa Maria. Like always, it will be crowded in Cabo and most folks will have to either anchor out or spend a couple of days as part of big raft-ups in the Inner Harbor. You won't be able to keep from meeting lots of people.

Most Ha-Ha participants will want to get out of Cabo pretty quickly after the conclusion of the Ha-Ha. To help, Marina Palmira of La Paz will be sponsoring a Cabo to La Paz Ha-Ha, and the Mazatlan Marina will be sponsoring a Cabo to Mazatlan Ha-Ha. This will be the second time for both these events and we'll have more details next month.

What to do before now and the start of the Ha-Ha? If you don't have lots of ocean experience, the Grand Poobah exhorts you to get as much overnight and offshore experience as possible, and to hone your rough

continued outside column of next sightings page

twice told

Ten years ago, we ran this *Sightings* item. . .

The following is — would we lie to you? — a true story. It's about these three guys from Southern California. Let's call them Keith, Craig and Wally — who upon finishing the '87 TransPac decided they absolutely had to rent a car. But not just any car. Keith and Craig sailed over on the Frers 51 *Tomahawk*, and had spent a disproportionate amount of their time debating what type of sports car to get when they hit the beach. But when Keith rope-burned his hands badly on the last day out, stick shifts were ruled out. No red Ferrari this time.

If they had to settle for an automatic, it couldn't be just any automatic. No, it had to be a Budget Rent-a-Car's top-of-the-line Lincoln Continental Town Car, the biggest Continental known to mankind. Heavy metal. Detroit iron. The rig they rented was shiny, white and new, with only 800 miles on it. They opted for the 'deluxe insurance policy', about twelve bucks a day, which in hindsight turned out to be a brilliant investment. It was time to cool out after the arduous 2,225-mile race, so they loaded themselves and

ha-ha — cont'd

weather reefing skills. It's often an easy sail down to Mexico, but if you're not prepared for the slight chance of 50-knot winds and very large seas, you'll be putting you and your crew in danger. The Grand Poobah reminds everyone once again that if you're not ready to sail to Cabo on your own, you're not ready to enter the *Ha-Ha*.

With that jovial reminder, here's the current list of entries:

Baja Ha-Ha IV Official Entry List

Adventurous	N/A	Anchorage	Peter & Judy Argetsinger
After You	Spindrift 43	S.F.	Dave & Bobbie Dickey
Albion	Kelly-Peterson 46	San Diego	Eileen Price
Alcyone	Wauquiez	Seattle	Colin & Patricia Shannon-Garvey
Alegria	Valiant	S.F.	Patrick & Laura Melendy
Allure	Santa Cruz 50	Pebble Beach	Charles & Claire Jacobson
Alpha Carina	Beneteau 440	S.F.	Al Matthews
Altair	Custom Steel Cutter	Seattle	Russ & Marta Funk
Amazing Grace	Islander 38	Phoenix	Robert & Judy Lundstrom
Amola	Newport 41	S.F.	Tom & Yvonne Gaines
Aria	Grand Soleil 33	Tiburon	Dan Carrico
Atalanta	Farr 53 Sloop	Philadelphia	Janet Lotto
Bad Boy	Corsair 28	Alameda	Gary Helm
Bali Hi	Lancer 45	Benicia	Rodger Williams
Beyond Sail	Ericson 38	Harvard, MA	Frank Germano JR.
Blarney 3	Morgan 38	S.F.	Chris & Shelia Maher
Blaze	Warwick 60	Denver	Van & Nancy Draper
Bliss	Morgan Out Island 33	Petaluma	Jim & Bliss Cochran
Blue Banana	Gulfstar 50	Monterey	Sam & Bill Fleetwood
Blue Jay	Stevens 47	Mercer, Is., WA	Jeff Esfeld
Bon Ami	Hans Christian 43	Berkeley	Gordon English
Boomtown Trader	Islander 40	Seattle	Mike Aarhus
Chawkeye	Crealock 34	Santa Cruz	Bill Baird
Coho 2	Spencer 44	Portland	Brian & Kathleen Erickson
Colonel's Lady	Cal 2-46	Newport Beach	Chris Christiansen
Cygnus	Gulfstar 50	Roseville	John & Beth Pohle
Del Corazon	Cheoy Lee 31 Ketch	Berkeley	James Howard
Doing It	Amel 46	Oakland	Betty & Jay Schmidt
Doran	Passport 42	Chico	Mike Ward
Dream Three	Endeavour 38	S.F.	Colin Hiller
Eighty Proof	Catalina 34	San Pedro	Dean Buur & Joy Jacot
Elan Vital	J/40	S.F.	Tom MacPherson
Enchanted Lady	Roberts 55	Seal Beach	Andy & Jan Sibert
Enya	Panda 38	Menlo Park	Glen & Evelyn Meskimen
Experience Mitchell	Morgan 43	Los Gatos	Bob Knox & Carol Shiplov
Fairweather	Durbeck 46	S.F.	Frank & Jody Jimerson
Fairwind	Celestial 50	S.F.	Chris & Barbara Webber
Fiddler's Green	Celestial 48	Redondo Beach	Thomas Kujawa
Flexible Flyer	Hunter 37	S.F.	Dale & Kay Hamme
Flying Cloud	Islander Freeport 41	San Diego	Patricia Moni
Flying So Low	Custom Trimaran 30	Belfair, WA	Bob Lomax
Fuzzy Logic	Crealock 37	S.F.	Gordon Hunter & Chris Nash
Giggles	Battic 38	Richmond	Dale Parshall
Ginny's Too	Nord-Canteri 39	S.F.	William Russell
Go West	Island Packet 38	S.F.	Hellen & Jim Boswell
Goliard	Slocum 43	Alameda	Larry Clark
Grace	Kelly-Peterson 44	Alameda	Lee & Cindy Hodge
Great Kate	CT 41 Ketch	Vallejo	Larry Gibbs
Guilty	Ericson 30	San Rafael	George Johnstone
Gypsy Queen	Bristol Chl Cutter	San Diego	Jim & Alice Barry
Hal-Fin	Ericson 38	Alameda	Ludwig & Irene Harlander
Hana Ho	Santa Cruz 50	S.F.	Rolfe Croker
Hlatus	Chris Craft 352	Ventura	Frank Stewart
Hokulani	Caliber 40	S.F.	Richard & Carmen Burkhart
Iguana	Island Packet 45	Palo Alto	Steve Domenik
Ink Pot	N/A	Marina del Rey	Bruce Newman
Inti	Cal 39	Santa Cruz	Jackie & Peter Whiting
Iwa	Cape Dory 28	Santa Cruz	Pin Fong Ng
Jai Yen	Cabo Rico 38	Anacortes, WA	Mike & Sally Morgan
Jessie Adams	Spencer 53	Bellevue, WA	Steve & Lynne Nielsen

continued outside column of next sightings page

tales

the car with liquid refreshments and took off to tour the island, Hunter S. Thompson style.

After a literally bumpy start — they tapped fenders the first night with a car containing what appeared to be four Samoan wrestlers — things began to look up "Girls loved it! We'd play Frank Sinatra and drive around. It was totally worthwhile," related Craig.

On the second night out, Keith perfected a nifty maneuver. He'd back the immense luxury liner down the boat ramp in the Ala Wai Yacht Harbor. When the water was about to the top of the rear tire he put the pedal to the metal. The spinning rear wheels sent water flying everywhere. It was terrific fun. Especially if you'd had a half dozen drinks. "Rooster-tails!" Keith claimed.

On the third night, after the requisite amount of cocktails, Keith set out to show Craig his new stunt. Craig, who presumably had found better things to do the night before, got out of the passenger seat and stood off to the side — the better to observe the promised roostertail. Wally, who had sailed over on *Free Enterprise*,

continued middle of next sightings page

Baja Ha-Ha IV Entries, continued

Josephine	Hans Christian 43	S.F.	Kevin McPhee
Justice	Young Sun 43	Santa Barbara	Sid Neal & Pam Danney
Kismet	Piver Tri 36	San Pedro	Larry Langston
Knot Yet	Gulf 32	S.F.	John Keen
Learjet	N/M 56	Kirkland, WA	Laurie Bakke
Lieb Ling	Catalina 36	Lake Tahoe	Peter & Sherry Heyden
Loonitude	Bristol Chi Cutter	Grass Valley	Quintin & J.D. Hoard
Lorelei	Piver 40	Cloverdale	Marc Black
Loup De Mer	Tayana 37	S.F.	Harry Burkholder
Maluhia	Catana/Cat 42	Aiea, HI	David & Kim Wegesend
Manna	Santana 27	Alameda	Andy Johnson
Mare Alta	Downeaster 38	Oceanside	David Hudson & Ellie Goolkasian
Marilyn	J/44	S.F.	Monroe Wingate
Mary Ann	Tayana 42	Sausalito	Fred Haines
Mary Read	Fisher 37	Seattle	John Dysland & Marianne Frost
Menagerie	Stevens 47	S.F.	John Roop
Merinda	Cal 34	Olympia, WA	Don Marcy
Mlasis Dragon 2	Hans Christian 44	S.F.	Bill Schlanker
Milonga	Horstman 44	Napa	Torsten Debus
Misty Sue	C&C 36	Benicia	Capt. Bill Hardesty
Moe-Z-N	Cooper 416 P.H.	Eureka	Eric & Moe Lilleland
Moonketch	Mariner 40	Olympia, WA	John DePasquale
Morning Star	Cal 46	San Diego	Mark & Wendy Francis
Mystery Boat	N/A	Sausalito	Bette Sehnert
Nai'a	Wauquiez 47	Sausalito	Gerri & Jim Wood
Namaste	Stevens 47	Winthrop	Tom & Linda Kimbrell
Noor	Corsair 31 Tri	Folsom	Marvin Stark
Odysseus	Apache 45 Cat	San Diego	Monte Berget
Ohana	Islander MK 30	Monterey	Scott Johnson
Our Pleasure	Venice 52	Seattle	Richard & Patricia Bennett
Pacific Adventure	Canyon 48	Friday Harbor	Bill & Chris Carl
Pandora	Richardson 38	Sausalito	Mark Cenac
Party Animal	Freeport 36	S.F.	Ray & Jan Johnson
Pegasus	Hunter 54	Portland	Hall & Wendy Palmer
Pegasus	Ericson 38	Long Beach	Russell Cox
Per Mare	Elite 37	S.F.	Nora & Ed Eaken
Phantasm	Hunter Legend 40	Portland	Ken & Gayle Gregory
Piece Of Cake	Island Packet 35	San Diego	Bonnie & Brian Hogan
Pied a' Mer	Islander Freeport 36	Ketchum, ID	Henry & Suzanne Schwake
Pretty Crafty	Slocum 43	San Carlos	Johanna Wallace
Quarter Splash	Endeavour 43 ketch	Tacoma, WA	Gary Swenson
Ragtime	Westail 28	Seattle	Bill Schmidt
Ragtime Band	Cal 34	San Diego	Jim Alexander
Raspberry Tart	Islander/Gurney 36	Auburn	Earl & Evelyn Roberts
Reba	Celestial 48	S.F.	Steve & Jamie Sidells
Regulus	Challenger 40	San Diego	Patricia & Chris Zirkle
Relax	Custom Crealock 57	San Diego	Ronald Jordan
Rena	S&S 65	S.F.	Duane & Darlene Hines
Reverie	Dufour 45	S.F.	Gary & Judy Williams
Rhapsody	Beneteau 51	San Diego	Gerald Phillips
Romance	Pearson 424	Poulsbo, WA	Bill Marmann
Rooster Cogburn	Ericson 36	Sausalito	Tim & Linda Leathers
Route du Vent	Pedrick 43	S.F.	Seth Bailey
Saga	Rogers 39	Seattle	Rob & Michelle Swan
Savage Lady 2	Kelly-Peterson 46	S.F.	Guy & Mary Black
Sea Rascal	Downeast 38	Marina del Rey	Al & Lisa Gardner
Sea Squirt	Columbia 35	S.F.	David & Ellie Scandling
Sea Turtle	Bristol 411	S.F.	Linda Stone
Second Kiss	Norseman 447	San Pedro	John & Diana Lorentzen
Sedona	Taswell 43	Long Beach	Al Mosley, M.D.
See World	Sea Wolf Ketch 41	Ventura	Dean Prophet
Shadowfax	Morgan 38	Eureka	Tom Thee
Shadowfox	Germania	Alameda	Michael & Kathleen Swirski
Shaka	Custom Sloop 48	Las Vegas	Stacy Dobson
Shanti	Formosa 41	Oxnard	Bill & Margery Strickland
Shanti	Columbia 32	Benicia	Skippy Lew
Sidione	Tartan 27	Pascagoula	Buck Anderson
Snow Bird	Catalina 38	S.F.	Glen & JoAnn Robinson
Song Of S.F.	44' Ocean Alex-Trwlr	S.F.	John & Connie Talmage

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transpac — cont'd

reclined in the back seat.

Fifty feet away, a family who had just finished pulling their powerboat out watched curiously as Keith lowered his metallic steed into position. The family, no doubt, wondered why the *haoles* in the pimpmobile — without a trailer or even a hitch — were backing down into the polluted basin waters.

Then Keith punched it. Unlike the previous night, the two-ton Lincoln slid backward at about five knots on the slippery ramp — and kept going. The car launched itself, floating backward, while Frank Sinatra crooned on the tape deck. For about ten seconds the car thought it was a boat. Then it sank, rather quickly, into ten or fifteen feet of water.

Wally, a world traveller and otherwise cool hand, swam out the back window without spilling or even diluting his mai tai. Keith, perhaps out of habit, calmly put the car in park, opened his door as the water pressure increased against it, and swam over to Craig, who was doubled over with laughter. The Continental's headlights stayed on underwater briefly, much to the delight of the trio. The family with the powerboat didn't get it.

Our friends regrouped on land and decided they were indeed in a tight spot. The solution, they concluded, involved more cocktails. So they flagged down a passing friend, who drove the 'getaway car'. Their accomplice — let's just call him Mark — took them to the nearest bar. After an hour, more alcohol had cleared their minds, whereupon they returned to the scene of the crime to face the music.

They called Budget, dealt with Hawaii Five-0, and otherwise made things right. According to Craig, it was a masterful performance, considering the shape they were in. Budget apparently can't take a joke, and tried to make them pay for the whole mess on the technicality that they were driving 'off-road.' An attorney quickly helped Budget realize that the ramp was in fact paved, and the trio beat a hasty retreat to the mainland.

How can you be sure we didn't make all this up? Look for a Ken Gardiner half model of a white Lincoln Continental Town Car to be on the walls of a Newport Beach yacht club in the very near future. And don't ever, ever rent your car to anyone named Keith, Craig or Wally.

Fast forward to July, 1997, and a post-TransPac party at the Hawaii YC. Craig Fletcher and Keith Kilpatrick are back, carless this time. (Like anyone in Hawaii would ever rent them one again). Craig's *Taxi Dancer* pals notice a local cop outside



She didn't go far (5 miles), and she didn't go fast (4 knots in 8 knots of wind), but 'Old Ironsides' did go sailing under wind power alone on July 21 — for the first time in 116 years. The event, which follows a four-year, \$12 million restoration, kicks off the 200th birthday festivities of the 'USS Constitution.' Her construction was ordered by George Washington and she was launched in Boston on October 21, 1797. About 130 crew, officials and guests were on board for the hour-long sail from Marblehead to Boston, including veteran newsman and sailor Walter Cronkite (inset).

the club and get this great idea. . .

"Excuse us officer, but about 10 years ago, this friend of ours drove a Cadillac into the Ala Wai. . ."

"It was a Lincoln Town Car," says the Cop. "I remember. I was there."

"Oh, no kidding. Well, so anyway, we were wondering if you could make like you're going to arrest him or something..."

"You mean he's here?"

"Yeah, he just sailed over in the race."

"Let me at him!"

So Five-O's finest goes up the stairs to where the party is going full tilt. He spots Craig at the other side of the room, locks

Sonrisa	Valiant 40	Corpus Christi	John & Sylvia Parr
Spellblinder I	Beneteau 40	Vancouver	Barry Gaudin
Starbuck	Perry 59	Newport Beach	Bill & Heather Clute
Sun Singer	Cheoy Lee 43	S.F.	David & Pat Wheeler
Sunset Run	Caliber 38	Manhattan Bch	Bill & Jean Coltrin
Surge	Jonmeri 40	Wilmington, DE	Patricia & Brownell Chalstrom
Swan Fun	Nautor Swan 55	Anchorage	Danny Colangelo
Tally Ho	Nauticat 43	Newport Beach	Carl Mischka
Teachers Pet	Catalina 34	Santa Cruz	Jerry Eveland
Temptress	Crealock 37	Alameda	Wayne & Cherry Knapp
The Darlen' B	Catalina 27	Richmond	Bill & Darlene Wilcox
The Dorcas Hardy	MMC 41	Sausalito	Dick & Mary Hein
Third Wish	Catalina 34	San Diego	Don Anders
Thunder	Valiant 32	S.F.	Rose & Ralph Harding
Tiare	Morgan 38	S.F.	Larry & Phyllis Turner
Tinuviel	R.M. Miller 52	Ketchikan, WA	Bob Dunakey
Too Sassy	Catalina 42	San Diego	Bob & Judy Morrison
Toshai	Tripp 46	Newport Beach	Alan & Susan Burg
Transitlon	Maple Leaf 48	Long Beach	Mike & Rene Carrick
Tsunami	CT 49	S.F.	Robert Marshall
Turning Point	Swan 43	Oakland	John Hartano
Uhura	Cal 40	Juneau, AK	Gordon Collins & Rhonda Salerno
Unencumbered	Mason 43	Marina del Rey	Chuck Cadigan
Valkyrie	Morgan 28	S.F.	Patric Walton
Viva	Grand Soleil 39	L.A.	Steve & Pam Jost
Voyager	Rawson 30	Vallejo	Dennis Koehn
Vully	Jeanneau 27	Sausalito	Mark Daniels
Wanderlust	Cal 3-46	Monterey	Milton Butler
West Wind	34' Cutter Rig Sloop	Santa Barbara	Richard & Marcia Rowland
Windhover	Cheoy Lee 43	Puget Island, WA	Bill Coons
Windrose	Islander 30	L.A.	Lee Freeman
Zia	Morgan 38	Santa Barbara	Don Hartley & Jane Kelley

* continued middle of next sightings page

SIGHTINGS

the end may be near

The heat is on for those who own any of the 450 or so 'junk boats' on the waters of San Francisco Bay and the Delta. This is particularly true for those whose half-sunk or looks-like-it-could-sink-at-any-time vessel is anchored out in one of four high-visibility areas: the sloughs off Redwood City, Alviso, Sausalito's Richardson Bay and the Delta.

Individual mariners and the Coast Guard want the wrecks removed because many of them are serious hazards to navigation. Indeed, more than a few boats have been extensively damaged after hitting sunken junkers. Parts of Richardson Bay, for example, are a minefield of junk boats that have gone down.

Local governments such as the city of Tiburon have had their fill of junk boats, too, because some of the ones that don't sink come adrift from moorings in the winter and wash ashore. Unclaimed, they frequently blight the shoreline for months. Then the city has to pay thousands of dollars to get them removed and destroyed. In some cases, the city has had to fix boats just so they could be dragged away and destroyed.

Environmentalists — which include many boat owners — are angry because junk boats pollute Bay and Delta waters with a variety of toxic substances. In addition, many suspect the liveaboard residents of many junk boats to be a major source of raw human sewage entering local waters.

Assemblyman Ted Lempert (D-Palo Alto) is co-authoring a bill with State Senator Richard Rainey (D-Walnut Creek) that would make it

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transpac tales

him with a chilling glare and starts marching purposefully toward him. Remember the liquid metal guy in *Terminator 2*? He looks just like that.

Now, since Craig is acquainted with the men in blue on both sides of the Pacific, it doesn't take him long to realize he's been 'noticed.' A million unpaid parking tickets and a whole lot else starts flashing through his mind.

Robocop stops right in front of him and says, "You Craig Fletcher?"

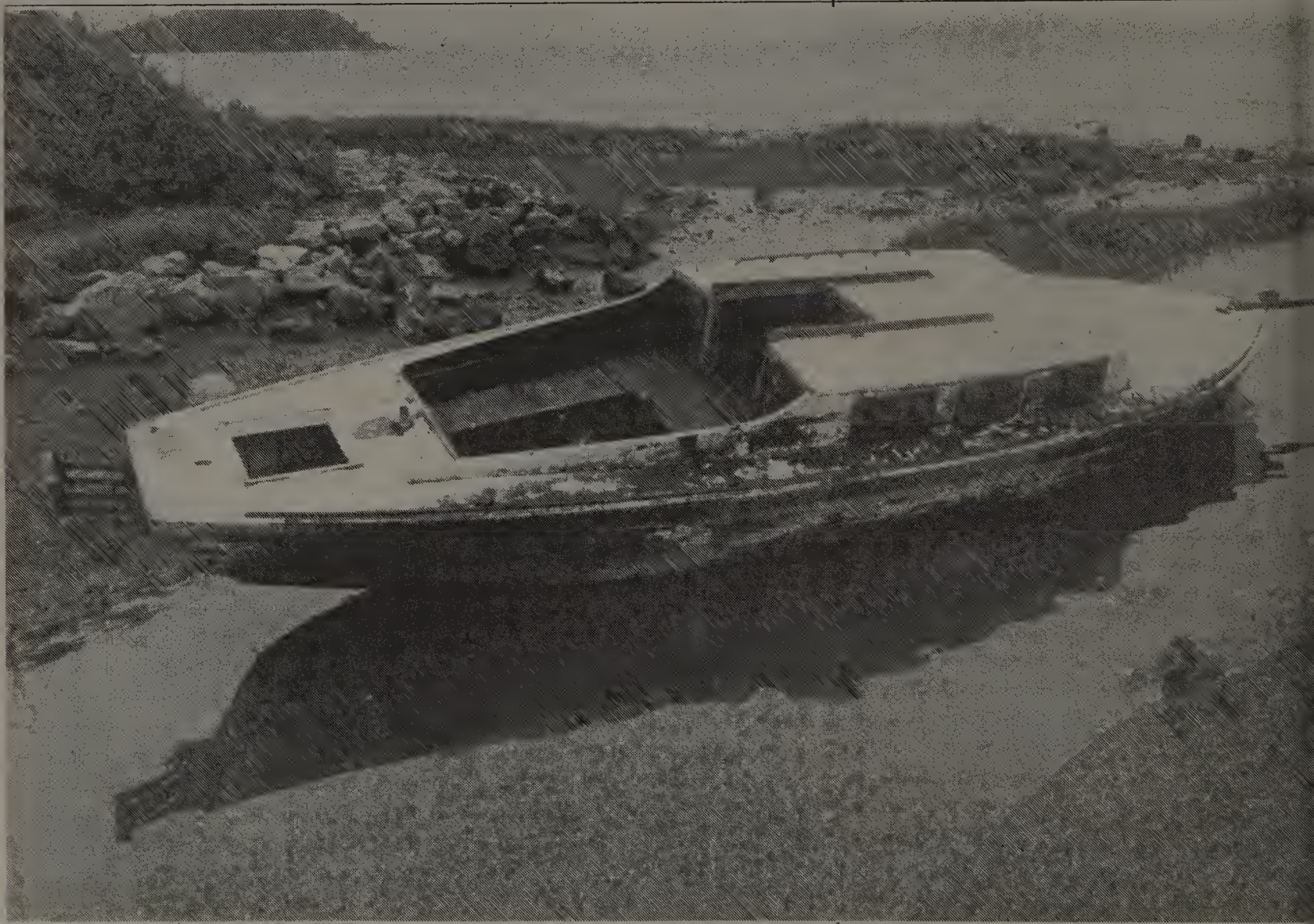
"Uh . . . yeah. . . ?"

"I have an outstanding warrant for your arrest. Would you come with me, please." It's not a question.

"I, uh, sure. . ."

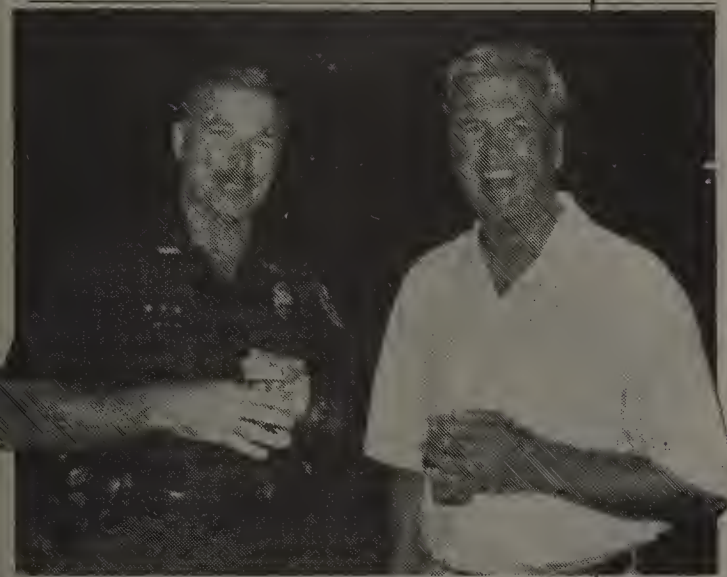
The cop takes hold of his arm and marches him through the crowd. Almost everyone has stopped what they're doing and is staring in various stages of surprise and amusement — despite the fact that almost none of them know it's a joke yet.

By the time Craig and the cop get outside under the palm trees, Fletcher's



— cont'd

end — cont'd



Craig Fletcher and the world's coolest cop.

arms are pumping up and down and we hear him going, "It wasn't my fault! You've got the wrong guy! I was just a *passenger!*"

continued middle of next sightings page

easier to get rid of such boats by creating a special Department of Boating and Waterways Fund. Local governments would tap the fund to finance getting rid of the junk boats.

If you leave your car at the side of the road, government has the right to immediately tow it away and charge you for it. And if you don't show up in a reasonable period of time, they can sell or destroy the car. You'd think it would be a similar situation with boats, but it's not. Getting rid of junk boats is an overly lengthy, expensive, and complicated process. That should change.

Latitude's take on the situation is that there should be plenty of places for boats to anchor or moor out — even for extended periods of time. However, all such boats must have current registration, must be maintained in navigable condition and must have an owner or representative who can be contacted in a reasonable amount of time. In addition, all such vessels must have functioning holding tanks and a demonstrated method for such tanks to be emptied. Further, their owners should be liable for any pollution they cause. After all, why should society have to clean up for someone who doesn't want their toy anymore?

What keeps this from being a cut and dried situation is that in many cases junk boats are not abandoned toys but residences for those who would otherwise be homeless. If and when the time comes for a soon-to-be-homeless person's boat to be destroyed, there's going to be a stink.

A few days after the proposed legislation was announced, some help arrived from an unexpected source. San Mateo County was awarded a \$440,000 grant to remove boats by the Integrated Waste Management Board, a state agency. The money is normally used to clean up abandoned dumps and waste sites. Under a novel interpretation, parts of San Mateo County where boats have been sunk were considered to be waste sites.

the envelope, please . . .

The new skipper of *Calypso 2*, Jacques Cousteau's marine research vessel, is Sir Peter Blake, he of Whitbread, Jules Verne and America's Cup fame. The choice was announced by the Cousteau Society last month, about two weeks after the passing of its famed founder in late June. The New Zealand press has been going on for a while about a 'kinder, gentler' Blake, often spotted relaxing aboard his cruising boat in such locales as St. Tropez. That Blake will fit the Cousteau mold well in about two years. In the meantime, Blake will concentrate on his commitment to defend the next America's Cup. After that, he's made no secret of the desire to ease out of the competitive end of the sport, in which he has been a dominant figure for the last 10 years.

At presstime, it was unclear whether he would convert *Calypso* into a sloop or a ketch.

best of both worlds in the palm of your hand

Some cruisers love to talk on the radio for hours at a time. Others prefer to keep their communications short and to the point. If you're one of the latter — and particularly if you like products that serve two functions — you'll probably think Magellan's new GSC 100 is as cool as we do.

The GSC 100, which should be in chandleries in August or September, is the world's first handheld global satellite communicator. You can't talk with it, but it does permit two-way email messaging via low orbit satellites from anywhere in the world at anytime. (Actually, the

continued outside column of next sightings page

both worlds — cont'd

24-hour service won't be available until all the satellites are up next March.) In addition, the GSC has the equivalent of a Magellan 1000 GPS built right in! The whole shebang weighs less than two pounds

and runs off either a NiCad battery or AC adaptor.

Magellan suggests a retail price of about \$1,500, but it should sell 'on the street' for about \$999. You also have to sign up with the ORBCOMM satellite network, which costs \$30. After that you pay \$15 a month to send or receive 500 characters — about 70 words. Each additional 500 characters is \$5.

As such, it seems perfect for Telex-like use. You send out an email to let friends know you've just arrived at your destination or perhaps have hit bad weather and will be delayed by a few hours. Or for 'fun' messages to friends and/or lovers. One of the crew aboard *Salsipuedes*, winner of this year's Cruising Division in the TransPac, sent an email to his sweetie that read, "Dear (Name Withheld), I'm horny, please advise."

wise."

The GSC would be particularly useful in an emergency, such as if you lost your mast — and your radio communications capability with it. If you set off your EPIRB, the Coast Guard will come looking with an expensive C-130. If you alert them of your status with an email message, they could set up the same assistance without going to all that unnecessary expense. And with just a push of a button, your email includes your latest latitude and longitude.

Naturally, it would be important that you sent your email to someone who monitors their messages frequently. One nice feature is that you can send the same email message — "I'm horny, please advise" — to 100 different people for the same cost as sending it to just one.

In the next few years, the improvements in global communication are going to be tremendous. For right now, the GSC 100 seems like a good and reasonably priced start.

dirty business

Most of the time boats are accused of polluting the environment, but over at Marina Bay Boat Harbor in Richmond, it's just the opposite.

In June, L&D Construction began clearing the site of the old Kaiser Shipyard for the construction of housing at what's to be called Sunset Point. In that part of the Bay, the normal westerlies get bent to come out of the south — so large amounts of construction dirt were deposited on the boats in the marina.

After complaints to the Harbormaster by several marina tenants, one of them, Larry Bell, asked Harbormaster Sharon Woods and City

continued outside column of next sightings page

transpac

The cop's facade never falters. "I would advise you to remain silent, sir. The detectives will be arriving soon with the arrest warrant." Then he starts in with the Miranda. "You have the right to remain silent. . . ."

Fletcher is beside himself. He's convinced he's going to be spending the best years of his life at Club Fed. Everyone at the yacht club is on the porch laughing

fire down

What had been planned as a pleasant midday sail from the Alameda estuary to Paradise Cay via the Cityfront, Alcatraz and Angel Island suddenly became a fire drill — literally — just as we were coming up on Alcatraz. The fire was coming from under the engine (difficult to get at is an understatement) and with no apparent cause: The engine had been off for some time and no other systems were in use. With nothing else to go on, the crew donned lifejackets and went after the flames with our dry chemical extinguish-

It has nothing to do with the story, or with the type of sailing most of us do. Our question to you is, what is it? T-shirts to the good answers.



— cont'd

and taking pictures, but it's only when the cop finally starts cracking up, too, that Cray realizes he's been had.

The story of the Hot Rod Lincoln has been a part of TransPac lore for a decade. On behalf of all participants in the 39th biennial TransPac, we'd like to thank one very cool policeman for enhancing it to legendary proportions.

below

ers. After emptying two of these, it was apparent we could knock the fire down, but it would flare right back up. At that point it seemed prudent to get off a *mayday* to the Coast Guard. Since we didn't know if the electrical system was involved, or how long it would continue to function in view of the circumstances, we tried to give as much information in that initial transmission as we could — problem, location, description of vessel and so on. We later found out that almost all further efforts at radio communication were futile.

We continued attacking the fire, emptying two more chemical extinguishers and about half of a large CO₂ can. We were finally able to smother the fire by squeezing some dry, oil-absorbent pads under the engine.

About this time, the Coast Guard 44-footer and the SFPD boat arrived on scene. They were delayed reaching us by the radio shutdown and because we had sailed a little way beyond our original position before we hove to.

The Coast Guard first made sure there were no injuries, then asked if we needed further assistance. As we still weren't certain the fire was out, all of our extinguishers had been expended, and we weren't about to try to start the engine, we did ask them to stand by. They discussed the plan of action with the SFPD and decided, since the police boat was smaller, that they would put a man aboard with an extinguisher. This done smoothly, despite it being a typical blustery summer day by now, the 44-footer passed us a towing bridle and towed us to calm water by the Ferry Building. There the tow was passed to the SFPD boat and they brought us smoothly to the guest dock at South Beach Harbor. Using his workboat, Carter, the South Beach harbormaster, finally got us secured in a berth.

The next day we found the culprit: the cable from battery main to the starter

continued middle of next sightings page

dirty biz — cont'd

Inspector Rudy Sims to look into the situation. According to Bell, the two officials agreed that the dirt being blown onto boats was excessive.

So Bell says he and Sims contacted Alvin Weigel of L&D Construction to discuss the problem. The rep from L&D said he wouldn't do anything until he got a letter from the City of Richmond. But Bell says city representatives told him that it wasn't their responsibility to regu-



Dust in the wind: Larry Bell and his wife are signing boaters up to stop harmful dust from coating their marina.

late construction activities at Sunset Point.

Becoming more frustrated and upset, Bell hired a certified Industrial Hygienist to analyze samples of dirt taken from the decks of two boats in the marina. On July 2, he received the results, which indicated high levels of lead in the dirt being blown onto boats — and into the lungs of marina residents and visitors.

After another failed attempt to get some action from the Harbormaster and/or the City of Richmond, Bell circulated a petition calling for the Richmond Redevelopment Agency and the contractors to propose a method of cleaning the soiled boats, and to institute a dust monitoring program to see that it doesn't happen again. As of the last week in July, he had the signatures of 65 people with boats in the marina.

mexico crew list '97

In an anchorage, warm and sunny, suddenly it struck me funny

How many a quaint and curious circumstance had brought me here

As I pondered, awning flapping, suddenly there came a tapping

As of someone gently rapping, rapping on my cabin door

'Tis Lenore, I muttered, rummaging for the coldest beer

Only this, and nothing more.

Ah, distinctly I remember, it was in the warm December,

When many a Mexican sunset cast its glow upon the boat

Eagerly I'd blown up the tender, vainly I had sought to send her

For a replacement 12-volt blender

For the rare and radiant Cuisinart to mix margaritas on the night's Plutonian shore. . .

Have you ever wondered what famous historical figures might be like if they had been born in another time and place like, say, this one? And as long as you're making that stretch, how about if they somehow

continued outside column of next sightings page

crew list — cont'd

became sailors. You know, maybe Attila would end up eating raw meat and being the world's greatest bowman. Maybe Helen of Troy's face would launch a thousand new Beneteaus. Jack the Ripper might run a sail repair loft. Hitler might be just a good boat painter with a bad attitude. And Edgar Allan Poe? Well, with modern medicine what it is, we figure his 'lost love Lenore' would probably have pulled through her

I WANT TO CREW IN MEXICO

NAME(S): _____

AGE(S) _____ SEX: _____

PHONE OR OTHER CONTACT: _____

(Check as many as apply in all categories)

I WANT TO CREW:

- 1) ☐ For the trip down
- 2) ☐ While in Mexico
- 3) ☐ Sea of Cortez Sail Week (April)
- 4) ☐ For the Baja Ha-Ha cruisers' rally to Cabo starting October 28
- 5) ☐ Return trip up Baja
- 6) ☐ Other _____

MY EXPERIENCE IS:

- 1) ☐ Little or none
- 2) ☐ Bay
- 3) ☐ Ocean
- 4) ☐ Foreign cruising

I CAN OFFER:

- 1) ☐ Few skills, I am a novice sailor
- 2) ☐ Skills of a normal hand: standing watch reefing, changing sails
- 3) ☐ Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems
- 4) ☐ Cooking, provisioning or other food-related skills
- 5) ☐ 'Local knowledge': a) I have been to Mexico before; b) I speak passable Spanish
- 6) ☐ Companionship



Mail completed form and \$5 to: Mexico Only Crew List, 15 Locust Ave.
Mill Valley, CA 94941 by SEPTEMBER 15, 1997.

illness and the two of them would be sitting down in Z-town on their Raven 32 writing cruising poetry.

Yeah, you're right, maybe we do have too much time on our hands. So while greater minds ponder such issues, let's dive right into the real reason we're driven to plagiarize great verse: The Mexico Only Crew List.

If you've ever 'stopped by these woods on a snowy evening,' you know the drill by now. You fill out the forms on these pages as completely and honestly as possible and send them to us by September 15, 1997. We, in turn, will compile your names, skills and desires into the October

continued outside column of next sightings page

fire

motor. About 30 years ago, it had been routed through a very tight space under the engine and cabin sole where it could be neither seen nor felt. Through time the insulation had gone bad and it finally shorted out, causing the fire. Happily the damage was slight and a trip to West Marine for a new cable got us going.

A few observations and lessons we learned:

1) Fire aboard a boat is no joke. If one starts, begin fighting it immediately.

2) While you're attending to the fire, have everyone aboard put on their life-jackets. Keep everyone calm, keep the vessel under control and ask for help the moment you think you might need it.

3) If you have to call in a *mayday*, keep calm and try to give all of the pertinent information possible immediately. It may be your only chance to get the information out.

4) If under sail, and it's possible, heave to at once. This will keep you at least reasonably close to your reported position.

5) If you can see your assistance having difficulty spotting you don't fool around waving (they can't see you) or blowing horns (they can't hear you). Fire

short

ANGEL ISLAND — On July 19, a crowd gathered at the old immigration station in Angel Island's Ayala Cove to celebrate their Asian-American heritage. Unfortunately, the introduction for most Chinese into the American 'melting pot' was memorable for all the wrong reasons. Housed sometimes for years in crowded barracks, immigrants arriving between 1910 and 1940 had plenty of time to reconsider their choices. Many carved poetry on the walls. Thanks to the efforts of San Franciscan Paul Chow, who was especially honored at the July event, the immigration station and with its poignant verses on the walls, have been preserved. "This is our Ellis Island," said Chow. "I hope it helps us all to learn tolerance."

THE NILE RIVER — It's the real thing, all right. Advertising on the sails of the picturesque feluccas that ply the waters of the Nile, that is. Coca Cola started the practice, which according to an article in the July 18 *Wall Street Journal*, has turned into a full-blown craze. In fact, it's becoming unusual not to see felucca sails adorned with such logos as Coke, Perrier and Stella Premium, a new Egyptian beer that uses a likeness of King Tut on the

— cont'd

off a couple of flares. They will see those.

6) There's no such thing as having too many extinguishers on board. We carried five and you can bet we'll continue to do so — we may even add a sixth.

7) Having three or four of those dry bilge pads aboard is really handy when you need something to smother a fire.

Finally, some thank yous.

First, to the crew of Coast Guard 44-footer #447 out of Golden Gate Station who were solicitous, helpful, professional and able. They did their job well with courtesy and kindness. No hassles or boardings, just a good job well done.

Secondly, thanks to Officers Koenig, Jow and Lopez of the San Francisco Police boat. They, too, did a fine job — and even stopped by the next day to see how we were doing. Dan Lopez was especially good company while under tow. We'll sail with those folks anytime.

Lastly, thanks to Carter at South Beach for the fast and smooth move into the berth and the 'freebie' night's stay. Much appreciated.

And we did make it home on our own bottom with a happy crew.

— bruce horowitz, saphena

sightings

label. It's hard to blame the felucca sailors, whose boats carry everything from people to cargo. The top felucca guy got the equivalent of \$8,000 for a two-year contract — plus new sails! "In Egypt, there's no better place (to advertise)," said one Coca Cola rep. "Except maybe if we put a neon Coke sign on top of the pyramids." Say, now there's an idea. . .

THE DELTA — For those of you still planning on a Delta getaway this summer, there's an excellent guide available that every boater headed to 'bayou country' should have aboard: *Clean Boating Guide to the Sacramento-San Joaquin Delta*. In a fold-out map type format, the guide details where all the pumpout stations are, as well as information on proper holding tank installation, the legal aspects of clean boating and even tips for making the pumpout process as quick and painless as possible. To get your free copy, contact the San Francisco Estuary Project, c/o Regional Water Quality Control Board, 2101 Webster St., Ste. 500, Oakland, CA 94612.

LONDON — "Rocky homecoming for

crew list — cont'd

issue's Mexico Only Crew List. From there, people with boats can call potential crew and vice versa. Before you know it, everybody will be full-fledged members of the Mexico cruising class of '97-'98. Is there possibly a far, far better thing that you could do?

I NEED CREW FOR MEXICO

NAME(S): _____

AGE(S) _____ SEX: _____

PHONE OR OTHER CONTACT: _____

BOAT SIZE/TYPE _____

(Check as many as apply in all categories)

I NEED CREW FOR:

- 1) _____ For the trip down
- 2) _____ While in Mexico
- 3) _____ Sea of Cortez Sail Week (April)
- 4) _____ For the Baja Ha-Ha cruisers' rally to Cabo starting October 28
- 5) _____ Return trip up Baja
- 6) _____ Other _____

MY EXPERIENCE IS:

- 1) _____ Bay
- 2) _____ Ocean
- 3) _____ Foreign cruising

I AM LOOKING FOR:

- 1) _____ Enthusiasm — experience is not that important
- 2) _____ Moderately experienced sailor to share normal crew responsibilities
- 3) _____ Experienced sailor who can a) share navigation and/or mechanical skills, b) who can show me the ropes
- 4) _____ Cooking, provisioning or other food-related skills
- 5) _____ 'Local knowledge': someone who has a) been to Mexico before; b) speaks passable Spanish
- 6) _____ Someone to help me bring the boat back up the coast
- 7) _____ Someone to help me trailer a boat up/down the coast
- 8) _____ Someone who might stick around if I decide to keep going beyond Mexico
- 9) _____ Other _____

\$1

Mail completed form and \$1 to: Mexico Only Crew List, 15 Locust Ave.,
Mill Valley, CA 94941 by **SEPTEMBER 15, 1997.**

It's not all fun and games. In fact, it could look extremely rocky for the Mudville Nine if the boat you're on isn't that well-found or the skipper is, well, not what you expected. That's why we have to keep the lawyers happy by telling you that the *Latitude 38* Crew List is an advertising supplement intended for informational purposes only. *Latitude 38* does not make or imply any guarantee, warrantee or recommendation as to the character of individuals participating in the Crew List or the condition of boats and equipment. You must judge

continued outside column of next sightings page

crew list — cont'd

those things for yourself.

But if you simply must go down to the sea again, to the lonely sea and the sky — and you acknowledge that you're on your own once your name appears — then we welcome you to what could well be one of the most memorable adventures of your life. Many of the inspiring cruising stories you've read on these pages started right here. And so did, at last count, about 10 marriages.

Here are a half-dozen tips and suggestions to help get you going. . .

1) One form per person, please — unless you and a friend want to go only if you go together. Whether you're a couple or just pals, applying for a 'group rate' does diminish your chances of finding a boat somewhat. But finding a skipper who will take you both will certainly enhance the adventure. If you want to try for it, both parties should fill out one Crew List application as best they can. In cases where you need additional separate forms, simply make copies of the ones on these pages.

2) All forms must be accompanied by the appropriate fee. That's \$5 for crew looking for boats, and \$1 for skippers looking for crew. (We figure they're spending enough getting the boat ready.) Incidentally, as this tip implies, faxed forms don't cut it. We must receive the fee *with* the form.

3) We must receive all Crew List forms by September 15. There aren't many sacred cows around here, but this is one of them. We *have* to have them on the 15th, even if it means you have to Fed-Ex or hand-deliver them. No exceptions.

4) Women can use first names only. We've been telling you this for just about the whole dozen years the Crew Lists have been running, yet less than half the women Listers take us up on it. If you want to use your full name, that's fine. We offer the first-name option as just one more 'layer' of privacy because, as we've said many times, if you are a woman, you *will* get calls. For the same reason, we also suggest you use a post office box, email address, fax number, answering service or almost anything else than your home phone number for a contact. We're not trying to scare you or anything, but a fraction of the men who call you may be interested in things other than sailing, if you know what we mean. We defer to that sixth sense you all have to separate them from the legitimate prospects.

5) Be honest. The simplest rule of all. It means don't inflate your experience or skill level because you think it will impress someone. Those who don't know their way around sailboat will be painfully obvious to those who do within about five minutes of leaving the dock. Anyway, in the Crew List, lack of experience can actually be an asset. Many experienced skippers actually prefer to have one or two fledgling crew aboard — they're much easier to train to do things the skipper's way.

6) The Crew List Party. Participation in the Crew List entitles you to get into the Crew List Party free. Everybody else pays \$5. The Crew List Party — which occurs Monday, October 6, at the Encinal YC in Alameda — serves a number of functions besides 'excuse to drink in the middle of the week.' These include the first get-together of the Cruising Class of '97-'98, a big hello to Pacific Northwest cruisers passing through, a fare-thee-well for locals departing the Bay Area, a good neutral ground for meeting other Listers you contacted on the phone, and finally, if your 'dance card' has yet to be filled, one last golden opportunity to secure a boat or crew for the trip south.

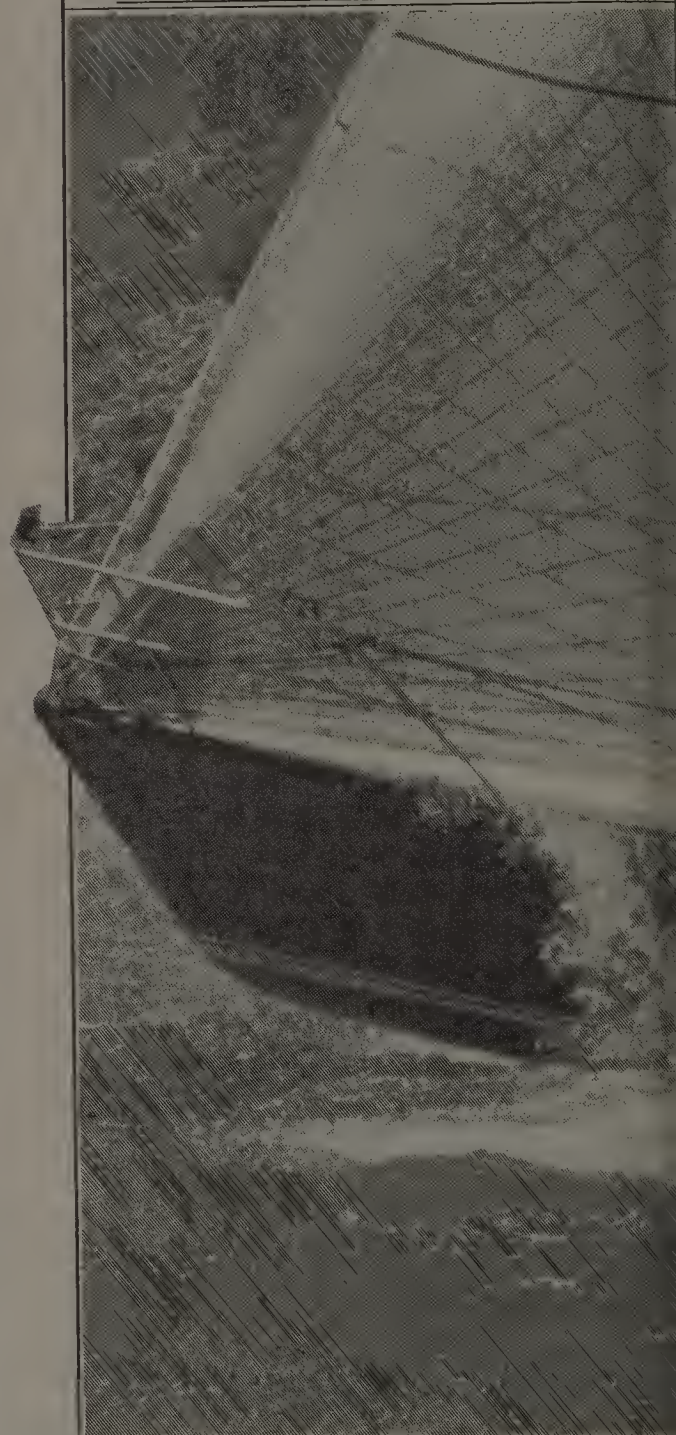
You know, now that we think about it, even if he lived today, Poe would probably still be a morose genius who'd write great verse and die young. He'd probably be lead singer of some heavy metal band and have dumped Lenore years ago for a leggy supermodel. We also have this feeling that he probably wouldn't take to sailing — it'd be too outdoorsy and apolitical for a guy who likes to spend dreary nights

shorts

captain who fell asleep," read the June 30 *London Times* article sent to us by reader Bruce Goodell.

Apparently, retired Royal Navy officer Simon Ross was so tired after his 4,000-mile singlehanded voyage from the Virgin Islands that he just couldn't stay awake any longer. He fell asleep just 25 miles short of his landfall at Falmouth — and instead came ashore at Polpry Cove, Cornwall, when his 50-ft *Boucanier* ran aground. Luckily, the steel hull took the grounding without too much damage, and he was pulled off and towed the last few miles home to greet his waiting family.

"I have been at sea for the last 10 weeks and the weather has been pretty bad for



continued outside column of next sightings page

— cont'd

the last 5 days," noted the former captain of the British warships *HMS Wilton* and *HMS Hubberstone*, adding, "It's embarrassing to go aground like this."

SAN FRANCISCO — Representatives of the world's most prestigious maritime and historical institutions gathered in San Francisco recently to discuss a subject dear to their hearts — the preservation of historic ships. Topics for this year's conference, the third of its kind, included 'Replicating Historic Ships', 'How Historic Ships Earn Their Keep' and 'Challenges of Preserving the *Vasa*.' Stockholm, Sweden, has been chosen as the site for the 1999 conference.

crew list — cont'd

pondering away in his 'chamber' . . .

So that when we came to ask him, we couldn't help but look just past him

To the pallid bust of Pallis just above his chamber door

"Wanna go sailing, Ed?" we'd say, then note the Raven look our way.

"Forget the damn bird for just one day

And lets go sailing 'til our butts are sore."

Quoth the raven, "Nevermore!"

lookin' good

In a slight departure from our regular format, we feature a racing boat in this month's 'looking good' spot. This is Dean Daniels' Santa Cruz 33 *Paladin* west-bound and down at the start of the Coastal Cup. Like just about everybody else powering through the ebb chop and 20-knot breeze, she was reefed down and bashing through lots of waves. We thought this frame of her shedding one of them looked cool.



LATITUDE 38



KKMI

HAULOUTS TO 200 TONS - DRY DOCK - REPAIRS - YACHT SALES -

first you have to own a little boat

When Ken Keefe and Paul Kaplan, the founders of KKMI, became interested in boating, they got their start in small boats. Long before they even considered entering the marine business, they had not only owned a number of small boats but they knew what it was like to be treated as a small boat owner. Now while we'd like to think the world is fair and no matter how big or small your boat is, you will be treated equally; the truth is, this is often not the case. As a small boat owner, you quickly learn that big boats mean big bucks to those in the marine industry and, accordingly, the big boat owners will get preferential treatment.

Fortunately Ken and Paul have never forgotten what it is like to be a customer in the ma-

rine business and own a small boat. In fact, they have built their entire careers around the ethic of seeing to it that every client gets treated fairly, no matter what

size boat they own. Now that KKMI has developed into the largest and most prestigious boatyard in Northern California, it is somewhat ironic that some people think all they work on are big boats. The fact is, that is not the case at all and this is best exemplified in a letter they received from a very satisfied customer, who happens to be a small boat owner. So, the next time you are thinking of a boat yard, you really should give the folks at KKMI a call. You'll find both the level of attention and the complimentary bottle of wine to be the same, no matter what size boat you own.

DAUENHAUER MANUFACTURING, INC.

Thu, Jul 3, 1997

Mr. Paul Kaplan
Keefe Kaplan Maritime, Inc.
P.O. Box 71276
Point Richmond, CA 94807


Dear Paul:

I wanted to let you know how pleased I am with my experience at KKMI. When I called regarding some bottom work on my boat I was greeted by a knowledgeable and pleasant person (Chris) who answered all my questions even though it was a Saturday. When I brought my little Herreshoff 12 1/2 down one week early, your people were happy to accommodate me even though I messed up your work schedule. No grumbling, they just thought about how to fit the boat in, while being courteous the entire time.

Once the boat was in the yard, I was kept up to date on the project through frequent phone calls, so I remained in the loop. The final results were super, with the little "Mimi" looking better than ever. The invoice was well documented and the work even came in a little below the estimate. When I was presented with a bottle of wine upon leaving, I was truly impressed. Even though my boat was smaller than many of the other yacht's tenders, I was treated very well. What a great company!

I'll be sure to return when my boat needs some more TLC. Thank you for making my experience very pleasant.

Sincerely,


Tom Frazer
President

IRONICLE

530 WEST CUTTING BOULEVARD
POINT RICHMOND, CA 94804
(510) 235-KKMI • fax: 235-4664
www.kkmi.com • e-mail: yard@kkmi.com

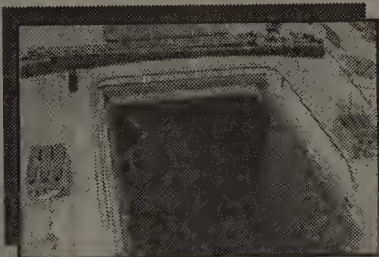
CONSTRUCTION - SWAN FACTORY SERVICE - MARINA - TAXIDERM

COMMISSIONING REPORT

Operating a boat yard provides a unique opportunity to get an advance look at the newest boats to be launched on San Francisco Bay. KKMI commissions many new boats, and we are pleased to share with you some of our impressions. Without a doubt, one of America's real success stories in the boat building business must be Sabre Yachts of Maine. Building boats for nearly three decades, Sabre now produces a line of very high quality sail and power yachts. Focusing their attention on the 36' to 47' size range, their boats have won awards from every imaginable corner of the industry, including the new Sabre 402 sailboat, winning *Cruising World* magazine's "Sailboat of the Year" designation.

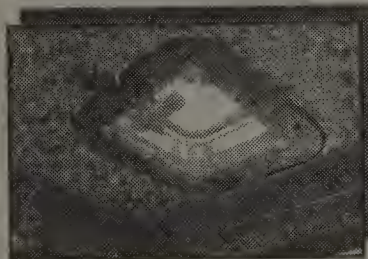
The commissioning of any new boat is always a very delightful experience, for both the owner and the yard. The delivery represents the culmination of many months, if not years, of dreams. The owner anxiously awaits the day the boat arrives with news their new boat is finally in the yard. There the boat sits on the truck, stripped, dirty and not looking very new at all, almost anticlimactic. Then, the magic starts to happen, the boat is unloaded and the bits and pieces are put together. Slowly the boat starts looking more like the fine yacht that she is, and her name is lovingly painted on the hull.

Over the past few months KKMI has had the privilege of commissioning several brand new Sabre and SabreLine yachts. Shown below are some of the features that make these boats so highly regarded.



All lines lead aft to the cockpit with plenty of grab rails.

Every opening port or hatch comes with a bug screen.



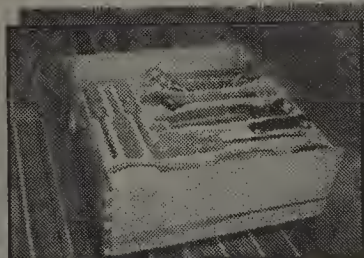
Galley counter tops have deep sea rails with CORIAN surfaces.

Each drawer is expertly fitted with dovetail joints.



Laminated fiddles with a choice of teak, cherry or mahogany.

Every Sabre and SabreLine comes with a set of tools.



HERB CRANE

Sunday Sandpaper

TIME TO GO OUT AND PLAY: Last year during the Big Boat Series KKMI had an incredible collection of yachts in the yard including four of the world's most famous Maxis. With such a spectacular sight they knew the only thing to do was... **THROW A PARTY!** And what a party it was! Attended by the 'movers and shakers' of the marine industry, the KKMI's 'Rockin' the Bay Since May' boatyard party became not only the talk of the racing circuit but the entire marine trade. Certainly not willing to allow a perfectly good excuse pass by to have another party and now in keeping with a new tradition, KKMI will be holding a 'sequel' this year just before the Big Boat Series. Last year's party was great... even Madonna, Jim Carey and Elvis attended. So the question is, who do you think will be there this year? One thing you can count on, it won't be your average boatyard party... or is boatyard party an oxymoron? Not at KKMI, that's for sure!

★ ★ ★

BEHIND THE SCENES: While no one likes to work under pressure... there are times when you just need to put in more effort than normal... and such has been the case at KKMI over this past month. With plenty of boats in the yard and the crew pulling overtime just to keep up with the summertime pace... the yard was given the additional challenge of assembling the new *AmericaOne* for its christening... in less than a week. This formidable task was further complicated by the duty of performing routine maintenance on the *Californian*, the 145' square-rigged schooner. All the activity was quite amazing... with spectators coming to see the first IACC boat on San Francisco Bay and others wanting to get a look at the *Californian*... the yard was more like 'Grand Central Station' than a boat yard. One of the most unusual tasks was surgical removal of the winglets from the bulb keel of *AmericaOne*. Supervising the first ever 'wing-ectomy' was Dr. Keefe and his team of brain 'sturgeons'. Why remove the wings you ask... just in case the boat runs aground on its way into St. Francis YC... this way at least it wouldn't be stuck there... permanently or prominently.

★ ★ ★

CYBER BOATYARD: Everybody today seems to be talking about the Internet, web sites... *ad nauseam*. Well, KKMI is just as gullible as everybody else in business today and has succumbed. Oh sure we use computers in our office; in fact we couldn't get our jobs done without them, but do people really go shopping for boats or boat yards on their computer? This question and many others will be answered shortly now that KKMI has launched its own web site. Drop by or click at www.kkmi.com and let us know what you think. You can even e-mail us your comments... but frankly... we'd much rather talk to you... or if you must... leave us a voice mail. Don't you just love all this stuff!

Last month's 39th TransPac Race, the classic biennial 2,225 mile dash from Los Angeles to Honolulu, was an absolute barn burner. "Conditions were ideal to finally topple Merlin's 1977 record — it was the '20 year race'," said *Pyewacket* navigator Stan Honey, "It'll probably be another 20 years before we get another race as good as this one!"

Some of the record-breaking performances, in case you don't have time to wade through the rest of this article, included:

✓ *Pyewacket* lowered the monohull record to 7:15:24, becoming the first boat to break the mythical eight-day barrier. They averaged 12.13 knots over the course. Five other boats — *Cheval*, *Victoria*, *Luna Barba*, *Merlin* and *Medicine Man* — also shattered *Merlin*'s record of 8:11:01.

✓ *Explorer* likewise lowered the multi-hull record to 5:09:18, knocking nearly 31 hours off *Lakota*'s two-year-old milestone.

✓ *Lakota* established a new daily record of 481 miles — a smoking 20.04 knot average!

✓ *Pyewacket* broke the monohull daily record with a 336-mile day. Three days

later, *Victoria* upped it to 337 miles, an average of 14.04 knots.

✓ *Ragtime* did her 11th TransPac, the most ever for one boat.

✓ The Dow broke 8,000. Oops, that's not relevant — though a lot of boatowners in Hawaii were cheering about this, too.

Despite only fielding 38 boats — of which only 31 made it to Honolulu, the smallest number since 1951 — this year's TransPac was an epic one. "We were saved by Mother Nature," admitted TPYC Commodore Gil Jones. "Our race obviously needed a shot in the arm, and this year we definitely got it."

The race — or races, if you prefer (starts for the six divisions were staggered over nine days) — had it all this year. In addition to rewriting virtually every record in the TransPac book, there was enough carnage (including four rig failures), controversy and human interest stories to last a lifetime. Among the many 'sideshows' were two all-women teams, an HIV+ team, a bunch of cruisers for the first time, and six charter efforts — two of which, *Kathmandu* and *Ralphie*, pulled off Cinderella

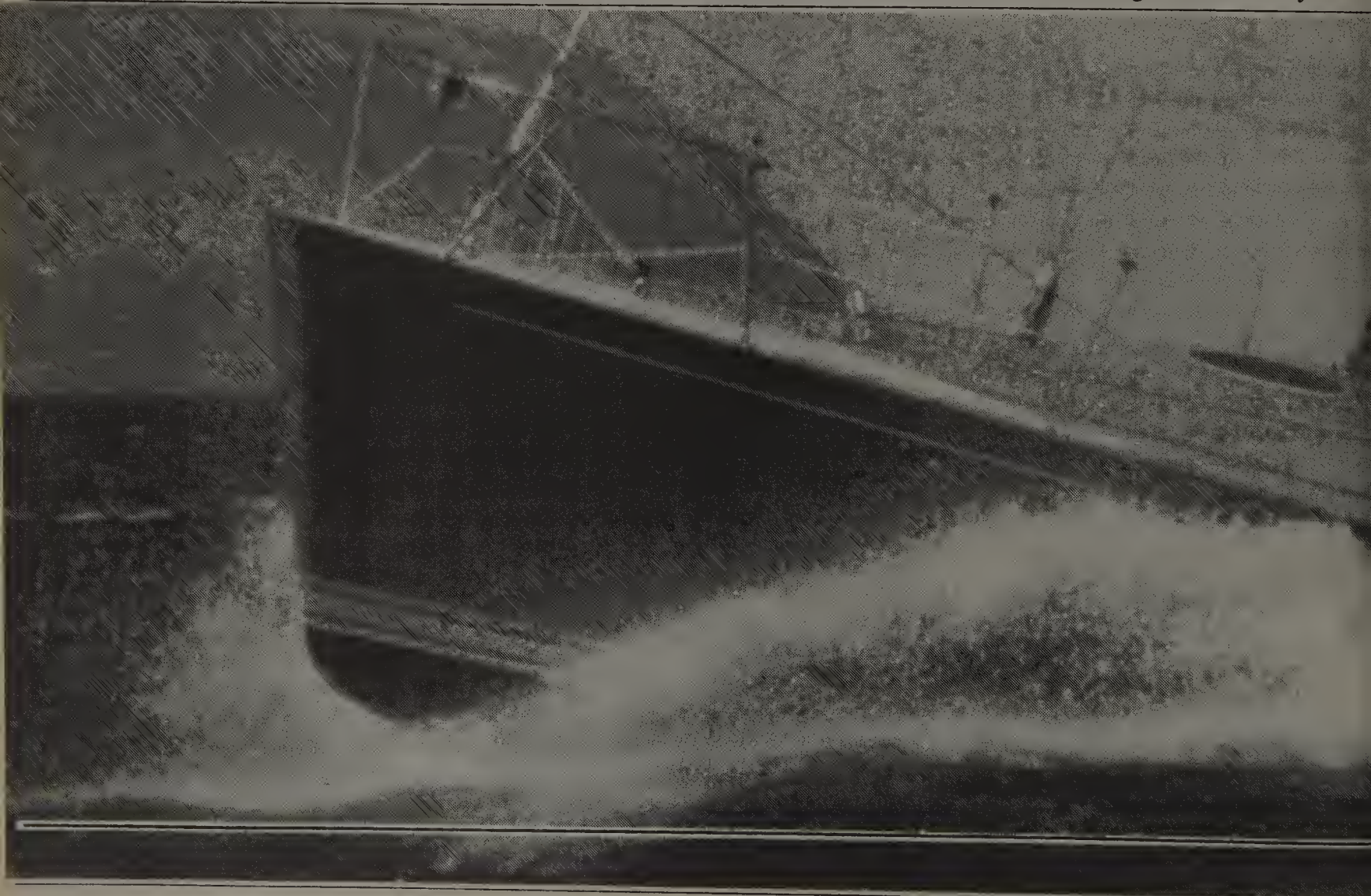
stories. (Okay, we take back everything we've ever said about charter groups not generally winning big races!)

Yet ironically, many race veterans were calling this the easiest race ever. "It blew consistently around 20-22 knots. There just wasn't any terror, not even in the Molokai Channel," noted *Orient Express* crew Pete Frazier. "It was the least amount of sail changes ever, so we watched movies on our VCR and slept a lot. A couple of times when the angles were a push, we jibed out of sheer boredom!"

TransPac Maxis

When Roy Disney shattered his right leg in a car accident last May in Ireland, he had three thoughts in rapid succession: "First I thought, 'I can't breathe and I'm going to die'," said the affable vice chairman of the Disney Company. "Then I thought, 'I can't move my leg, it's pretty broken up'. . . And then I thought, 'Oh no! I'm going to miss the TransPac!'"

This would have been Disney's 12th TransPac, and it's no secret that he's been obsessed with winning the race's Holy



BURNIN' DOWN THE HOUSE

Grail — the 3-by-5-foot koa wood plaque known as the Barn Door — for years. Thus, it was ironic and bittersweet when his SC 70+ *Pyewacket* smashed the record without him. "This was the next best thing," said Roy jubilantly. "I'm so proud of Roy Pat and our team!"

The Magic Cat's winning crew consisted of son Roy Pat Disney, navigator Stan Honey, Robbie Haines, Gregg Hedrick, Scott Easom, Rick Brent, Ben Mitchell, Dan Crowley and Dick Longley. They counted 64 TransPacs between them! While other turbos sailed with 11 or 12, *Pyewacket*'s 9-man crew was purposely small — and by declaring a lighter crew, they were also able to add a little extra sail area to their spinnakers. The downside was that each maneuver was an all-hands situation, a grueling routine.

The team was fanatical about weight ("We were supposed to cram our gear into these tiny seabags that were about as big as a woman's purse," said Easom, a last minute draftee), and brought only freeze-dried food. Naturally booze was outlawed, though Mitchell, the boat's resident bon



Magic kingdom — The Disneys, Roy Pat (left) and dad Roy E., will no doubt hold the elapsed time record for years to come.

vivant, did manage to smuggle a few bottles of wine aboard. Like several other full-on efforts, they spent the first night huddled on the rail and moved the sails around the boat after every jibe (which is now legal in the TransPac).

Pyewacket's latest incarnation, which included a new R/P keel and special modifications like a starboard side 100-gallon

'Medicine Man' — As predicted, they finished first, but are destined to be a footnote to history.

water tank, turned out to be wickedly fast ("If I'd had as many face lifts as that boat I'd be a movie star!" joked wife Patty Disney). "It finally feels right," allowed Roy Pat. "We're not going to touch a thing!"

The visibly stiffer *Pyewacket* nevertheless trailed the R/P 75 *Zephyrus IV* away from the mainland, and was running second when the

newer boat's Omohundru carbon rig inexplicably broke at the first spreaders the second night out. The accident was probably a blessing in disguise for the TurboSled Class, which would have been sent *en masse* back to the drawing board had the new design performed as expected. Honey, however, wasn't so sure it was a breakthrough boat: "They were only putting 8-10 miles a day on us in their best condition, which is power reaching. I think they needed to be piling up 25 mile days in the beginning to hold us off when the surfing started." We won't know the answer for two years now, unless all the



turbos enter the Pacific Cup next summer.

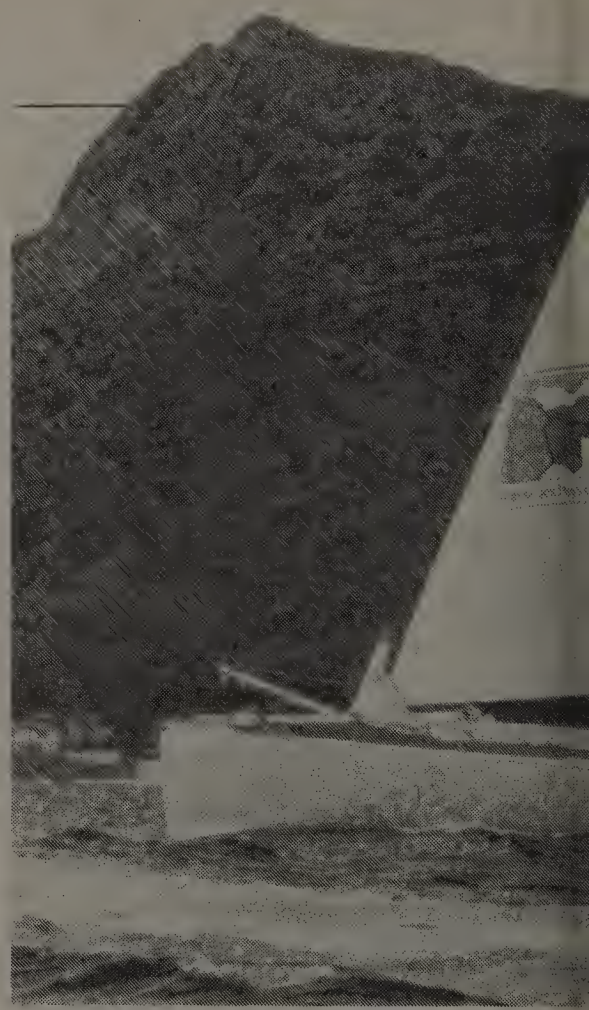
Two other turbos — *Vicki* and the new *Magnitude* — also headed back with rig failures. *Vicki*'s aluminum Forespar rig crumpled and cracked at deck level, but was nursed back to Long Beach without falling down. *Magnitude*'s Choate-built carbon rig exploded at the first spreaders while reaching in 18 knots of wind, again for no apparent reason. Three new boats, three new rigs by different sparmakers — and in each case, the tube failed, not a specific piece of hardware. What went wrong? We don't know, but we'll try to follow up on these dismastings, as well as three others in the recent Coastal Cup, next month.

The diminished turbo fleet was soon faced with tactical decisions that the earlier classes didn't have to make. A hurricane named Dolores was lurking south of Hawaii, and threatened to play havoc with the weather. "Still, it was the second best weather pattern I've seen in my 16 races to Hawaii, second only to the singlehanded trip in my Cal 40," claimed Honey, the current holder of three of the four Hawaii speed records (singlehanded, doublehanded and now crewed — only the multihull record remains). Honey kept *Pyewacket* north in the early going, then dove south at the right time. "Stan was the key," said Roy. "He's an incredible

ALL PHOTOS LATITUDE 38

Given the overly-staggered starts, 11 boats were already moored on TransPac Row when *Pyewacket* finished her historic run. It was a strange and somewhat anticlimactic situation, one that has never come up before. "I never would have entered the race if I'd realized that TPYC was going to start the 50-footers three days before us," fumed *Victoria* owner Mike Campbell. "First to finish is what this race is all about — that's the only thing I'm in it for." All the turbo owners echoed that sentiment. Campbell and Hal Ward, owner of runner-up *Cheval*, have gone so far as to put their boats up for sale. "I'd probably build another turbo if the TPYC stops moving the goalposts," said Mike. "They need to freeze the rule soon, say in January, for the next race. Changing the rules up to the last minute, like they did this time, will kill the race."

The *Cheval* gang — which included Bay Area sailors Jeff Madrigali, navigator Mark Rudiger, Dave Gruver and Robert Flowerman — also sailed a great race, though not quite up to their Barn Door 'stunt finish' last time. The boat wasn't quite stiff enough, despite a 12-man crew, to keep up with *Pyewacket* in the early going, and when the slot car racing



Canadian entries, strayed too far towards their homeland during the first half of the race, and finished down the list. The venerable *Merlin*, under charter to a New York YC group, was faster than ever with her new canting keel, but still no match for the new breed of all-out, unlimited-budget turbosleds.

Multihulls

Bruno Peyron's 86-foot catamaran *Explorer* blasted down the Molokai Channel at nearly 30 knots, finishing in a halo of spray after just 5 days, 9 hours and 18 minutes. Her 17.21-knot average for the course was awe-inspiring — even more so were the circumstances under which she'd done it. Think of an old guy with a sprained ankle limping across the finish line of a marathon, and you'll begin to get the idea.

The engaging 40-year-old Peyron — with the help of Euro Disney and the French government — was using the TransPac as part of a 'world tour' to drum up interest and sponsorship for The Race, the around-the-world sailboat race he is organizing in 2000 for the ten fastest boats in the world. Just to make it to the TransPac starting line, *Explorer* had to sail 7,000 miles from France at top speed, with only brief stops in Guadeloupe for stove fuel and Panama for the Canal transit. Even so, *Explorer* made it to Long Beach less than 24 hours before her start — and only because she'd gotten a tow



navigator, the best in the fleet."

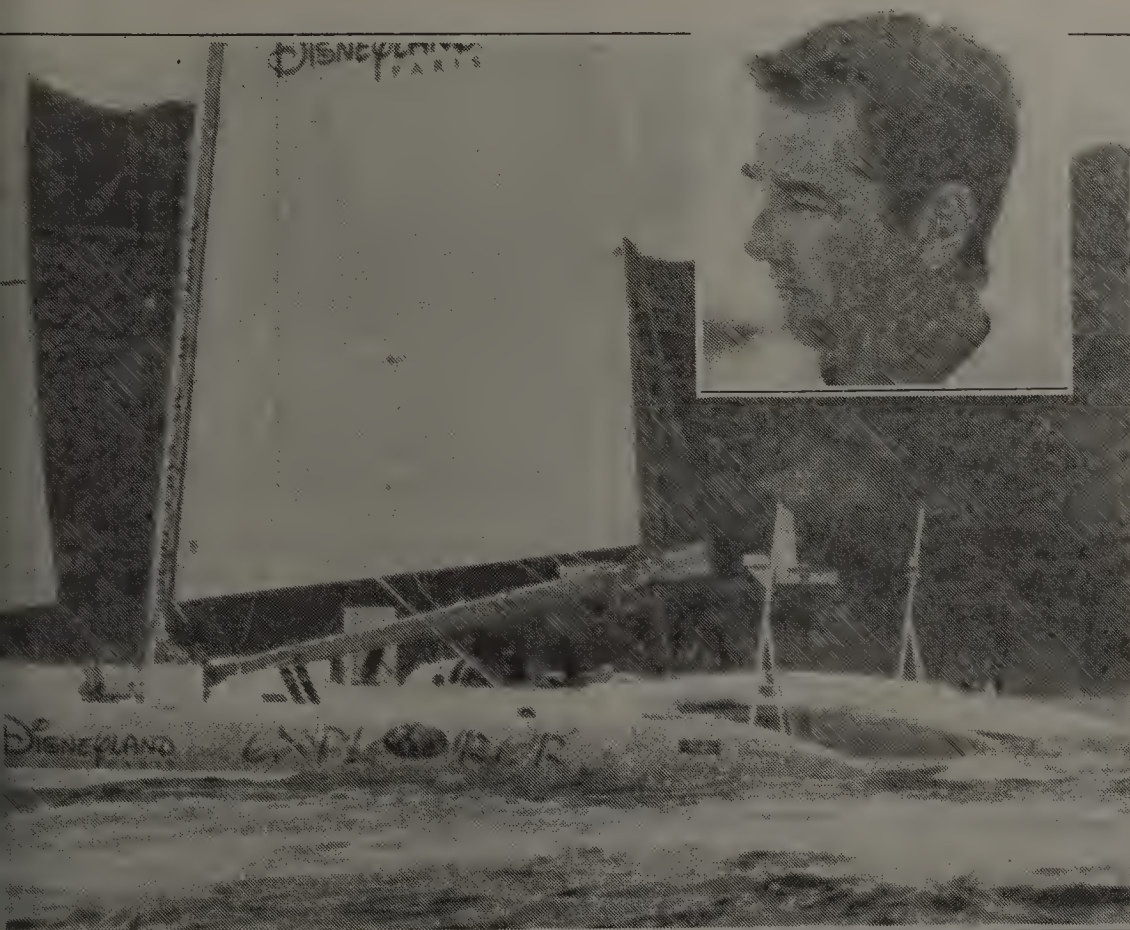
Except for a 45-minute 'man overboard' drill to retrieve the .85 ounce spinaker that Robbie Haines accidentally knocked overboard (he'd been using it as a beanbag chair), *Pyewacket*'s race couldn't have been much faster — all but the last two days were 300+ milers. "But if we'd started the same day as the 50s, we could have knocked another 12 hours off the record," said Roy Pat.

E-ticket ride — 'Pyewacket' skipper Roy Pat Disney gives us the finger. Bay Area sailors Stan Honey and Scott Easom were among the crew.

started, Disney's crew eased down in front of *Cheval* and covered them to Hawaii. *Cheval*'s finish was once again an emotional one, as Scott Vogel read from the Bible and then scattered the ashes of their departed shipmate Ron Love off the Diamond Head buoy.

Luna Barba and *Renegade*, the two

BURNIN' DOWN THE HOUSE



'Explorer' idles into the T-Pac history books at a mere 15 knots. Note how tiny her crew looks relative to the size of the boat. Inset, Bruno Peyron.

the last day.

Explorer is not a new boat, nor has she had an easy life. The Gilles Ollier design started out as *Jet Services IV*, and regularly did battle with the other great French multihulls in the late '80s. In '90 she established a new TransAtlantic record by averaging 18.63 knots on the 6 day 13 hour crossing. In '93, Peyron — with a crew that included American multihull ace Cam Lewis — took the boat around the globe in less than 80 days, becoming the first sailors to win the Jules Verne Trophy. In '95, she sailed 545 miles in 24 hours, establishing yet another record.

Despite her size and raw power, *Explorer* had some competition. Bob Hanel's 75-foot cat *Double Bullet* was considered a long shot, but had to drop out just past Catalina when her mast broke into four pieces. Hanel blamed himself for neglecting to put more graphite on the back of the stick. *Explorer's* other serious competition came from Steve Fossett's Jeanneau 60 trimaran *Lakota*, described in the French-produced program for The Race as an "oceanic record-greedy bastard."

In addition to Peyron, *Explorer's* all-star crew included Cam Lewis, female French sailing legend Florence Arthaud, four-time Whitbread vet Skip Novak, and

three other French delivery crew. Arthaud, in particular, knew not to take *Lakota* for granted — the boat was previously *Pierre Ier*, which she used to win the Route du Rhum Race. She also flipped the boat while racing singlehanded in another TransAtlantic Race.

"We tried to assassinate, to destroy you that first night," a respectful Peyron told Fossett afterwards. "But you were so incredibly fast that we were forced to push

'Kathmandu' charterer Joe Jaconi was one of happiest guys on TransPac Row.



hard and we broke our martingale." The martingale — or dolphin striker — is a metal bar under the main crossbeam that absorbs much of the downward force of the mast. With the martingale broken, Peyron was forced to throttle back 20% to keep from causing serious damage to the boat and rig. They also broke their main halyard and the fitting at the end of their bowsprit three times.

Fossett knew he had a battle on his hands with the French boat, but was convinced he could win. "*Explorer* can handle more wind than *Lakota*, but if you check TransPac history the average wind is only about 15 knots. We figured we could beat them in those conditions." The TransPac ratings reflected that sentiment: *Lakota* actually owed the bigger boat about four hours.

After trailing *Explorer* to Catalina, *Lakota* surprised Peyron by pulling ahead. "We had a three mile lead for about seven hours," recalled Fossett. "But when the wind came up to 22, we had to reef and go with the small headsail. *Explorer* kept all their sails up and went right past us."

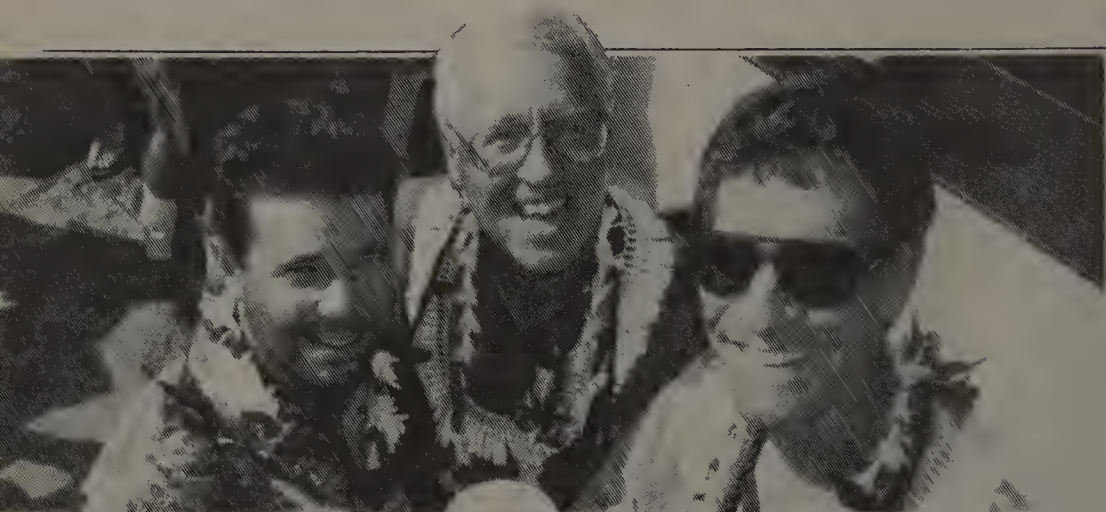
Lakota then turned in a spectacular 481-mile day to close within 11 miles. But with Peter Hogg at the helm one night, there were two mysterious bumps and the inboard end of the sprit was discovered to be damaged beyond full repair. This meant they couldn't use the big headsails, which forced them to sail 20 degrees higher than they wanted — effectively knocking them out of the race.

Fossett and Peyron, who clearly have great respect for each other's accomplishments, will meet again in the year 2000. Peyron will enter *Explorer* — if not a new boat — in The Race, while Fossett is known to have a 120-foot (or bigger) catamaran under construction in New Zealand. If you've seen *Explorer*, it's hard to conceive of such an enormous vessel.

ULDB 70s

"The sled class is dead; long live the sled class!" joked O.E. crew Steve Taft, who has been around since the beginning. "The TransPac YC created this class back in the early '80s," he added, "and then basically pulled the plug on it in '95 when they raised the race's upper rating limit. Frankly, I'd be surprised if the sleds race as a class in the next TransPac. No one's building them anymore, and just about all of them are for sale. The party's winding down, or at least moving to the Great Lakes."

But what a glorious reign it was! And even in its apparent death throes, the sleds enjoyed the closest racing of any of



Jerry Montgomery (center) and his 'Ralphie' gang could barely believe what they'd done. "It's still sinking in on us," grinned Jerry.

the six divisions. All seven ULDB 70s pulled into TransPac Row within three hours of each other, and the ensuing morning-long celebration was easily the most fun of all the dockside receptions. *Renegade*, the caboose in the turbo class, arrived with the sleds and joined the festivities in earnest — one crewmember and two of their welcoming hosts soon did face-plants in alcohol-related accidents. Two of the bloodied revelers were carted off in ambulances, but were spotted alive the next day.

Clearly enjoying himself the most that morning was Joe Jaconi, whose chartered SC 70 *Kathmandu* — the relatively ancient hull #2, built right after *Blondie* — pulled off a magnificent upset, coming out of nowhere to nip defending champion *Mirage* in the homestretch. In hindsight, Jaconi, a Palos Verdes real estate magnate, sailed a perfect race — while the 'hotter' sleds clawed north in the early going, *Kathmandu* sagged south. By the third day, they were 95 miles behind *Taxi Dancer* and 150 miles to leeward — not a pretty picture. But Jaconi and most of his crew knew the race and their boat, having sailed often with owner Fred Kirschner over the years. Even with their new R/P-designed bulb keel and a new carbon rig, they elected not to drag race with the newer stiffer boats.

Kathmandu's decision to sail their own race proved wise. Due to the breeze coming off the side of Dolores, the lower boats — which included *Cheval 88* and *Ragtime* — ended up headed and subsequently lined up perfectly on starboard jibe for Diamond Head. "It was the classic sling-shot position," said Joe. "We did a few 300-mile days in the middle, and pulled up in front of the fleet, lining up with *Mirage* a day out. We match raced them to the finish, and managed to keep them a few miles behind us the whole way. It was really, really exciting!"

"They sailed a great race and I'm happy for them," said *Mirage* owner Jim Ryley. "We tried everything we could to catch them going down the stretch, including

sending Brent (Ruhne) up the rig to install our radar dome the last night so we could track them better. It was exactly like last time, when we held off *Evo* the whole last day to win, except this time the roles were reversed." Ryley and his closeknit Fifth Avenue YC gang — navigator Jack Halterman, Dave Hodges, Jay Crum, Andre Lacour, Mario Golsch, Brent Ruhne, Tim Cordrey, and daughter Lizzie Ryley, who once again brought their mascot, Sam the Teddy Bear — finished 17 minutes back.

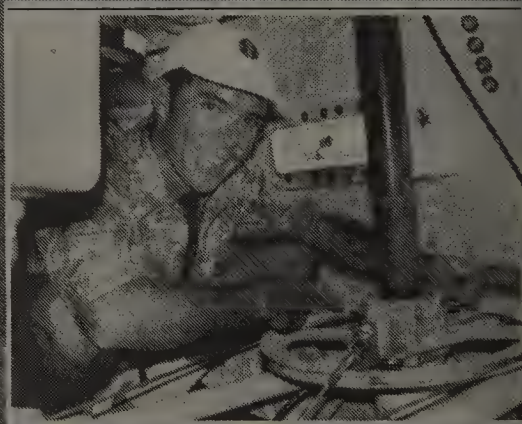
Grand Illusion took the bronze, sailing with a half-NorCal crew including navigator Carlos Badell, Roland Brun, Hogan Beatie, Mark Chandler and Robin Jeffers. Finishing out of the money in fourth was the rockstar-reinforced crew of the yellow *Taxi Dancer*. "When you start seeing boats coming at you on the way home, you know you're too far north," observed one *Taxi* crew. "On the bright side, we probably sailed the most miles of any sled. . . but they don't give trophies for that, do they?" Despite the mediocre finish, *Taxi* is still leading the ULDB 70 season standings by a narrow margin over *G.I.* after six of eight events (just the Big Boat Series and the Pt. Conception Race are left).

Cheval 88 finished fifth, followed by *Ragtime*, the legendary 34-year-old black plywood flyer. *Rags*, along with *Merlin*, didn't win anything this year, but they were clearly the sentimental favorites in the fleet. "Sailing on *Ragtime* is a bit like going to sea in a wet pup tent," quipped *Rags* navigator John Jourdan. "But on a bang-for-the-buck basis, I think Scott (Zimmer) has everybody beat. He picked up the boat pretty cheap, and is having a ball with it! Everywhere she goes, people come up and tell us about some race they did on her." Look for a 'Boat of the Month' feature on *Rags* soon.

Finishing uncharacteristically in the cheap seats was *Orient Express*. "We were

so far behind, we half expected the race committee to ask us to retrieve the (Diamond Head) buoy on our way in," laughed Taft. After a solid start, including being the first sled to the West End, *O.E.* got hung out to dry on the north side of the course when their weatherfax stopped working. "I pulled out my old blue TPA (TransPac Anonymous) card a few times during this one," confessed Randy Smith. "Would I go again? No way. . . but invite me in spring, 1999, and the answer will probably be, 'Okay, what hotel are we staying in?'"

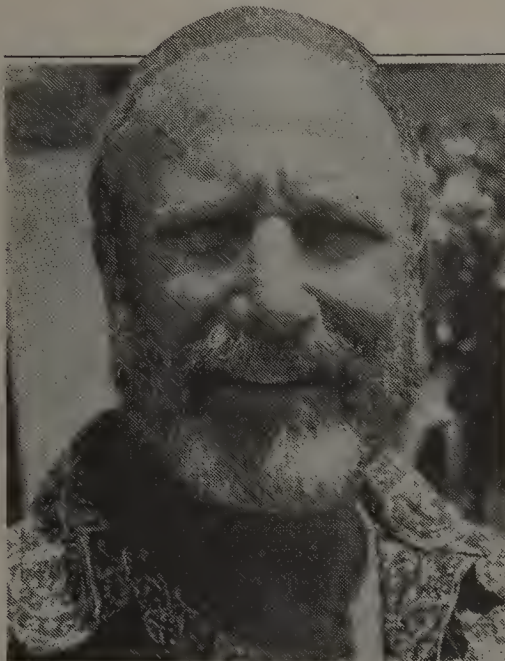
O.E. owner Peter Tong, who stays in perpetual motion, did win something, however — by leaving in a cab for the airport a mere half an hour after docking.



he was deemed this year's winner of the (completely unofficial) Dave Wahle Award. This distinction, inspired by Wahle's now-legendary hasty retreat from *Merlin* after their record '77 run, goes to whoever spends the least amount of time in Honolulu before flying home.

Division III — The 50s

Benefitting from the best weather pattern of any of the four starts, this division (and the little boats) cleared Catalina without tacking and put the hammer down for Hawaii. *Medicine Man*, Bob Lane's turbo'ed Andrews 56, went on to do two 300-mile days — territory usually reserved for ULDB 70s — en route to smashing *Merlin*'s 20-year-old milestone



Above, Bob Lane. Spread, 'Ralphie' on the home-stretch. Inset, 'Ralphie's crew kluged their steering quadrant back together and saved the race.

by about 4 1/2 hours. However, their stellar 8-day, 6-hour, 31-minute run will be reduced to an asterisk in the record book — kind of like the Babe Ruth/Roger Maris controversy in baseball — because *Pye-wacket* lowered it again two days later. "It was the sailing world's shortest-lived record," laughed Lane, a Long Beach pharmacist. "But it was a thrill, nonetheless. It also helped purge the memories of the '89 race for me, when we put the earlier *Medicine Man* on the reef at Diamond Head."

"The whole trip was sooooo easy," claimed navigator Cliff Stagg, the only pro on the crew. "There weren't a lot of tactical decisions — it was the classic 'S curve' course, just a little flatter at the end."

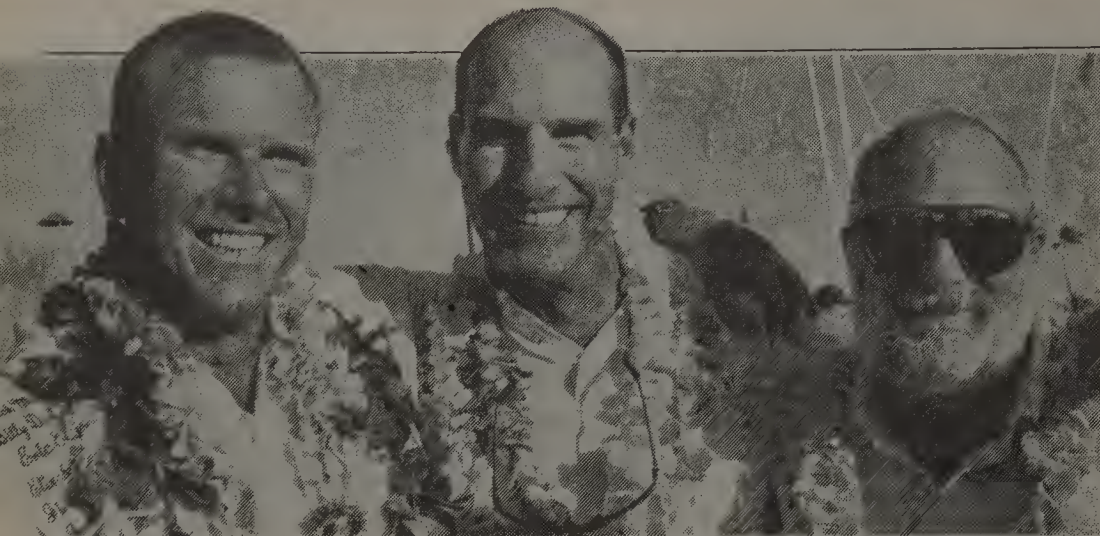
The tiller-driven *Medicine Man*, sporting its new Andrews bulb keel and a sleek new windowless doghouse, ended up second in class, as well as fleet. Had the race been scored on 20 or 22 knots of breeze instead of the historical 16-knot average, *Medicine Man* would have won overall (under the new Americap system, which takes wind strength into account via time-on-time scoring, the *Man* beat *Ralphie* by a whopping 4 hours, 40 minutes).

As it was, top corrected time honors went to Jerry Montgomery's chartered SC 50 *Ralphie*, which pulled in 22 1/2 hours after *Medicine Man*, good enough to win by 1 1/2 hours. "It never entered my mind that we'd win overall," said Montgomery, a Los Angeles attorney and staff commodore of Alamitos Bay YC. "This is such a high, I still can't describe it!"

Montgomery, a five-time TransPac vet, opted to charter the 18-year-old *Ralphie* rather than sail his J/N 40 *Patriot* again. Like *Kathmandu*, the boat is hull #2 (ex-*Firebird*, ex-*Upbeat*). "A weekend bottom job turned into a month in the yard, and we only got the boat out with 10 days to go," explained Jerry. "Basically, we didn't know what to expect." But the crew — Steve Rossi, Don Warner, Jim MacLeod, Scott Jones, owner John Latiolait, Dave Thompson and Don Reiman (a 63-year-old school teacher who filled in for someone with two hours to go) — sailed a once-in-a-lifetime race, hindered only by some steering problems that forced them to use the emergency tiller for four hours.

Navigator Rossi had done his homework, tracking the winning TransPac routes back to 1973. By the fifth day, *Ralphie* took the corrected time lead and never relinquished it. A well-sailed Cruz 50 in 20-25 knots of breeze is still a lethal weapon, and these were the design's conditions. "We didn't really think about winning until the final day, when we knew we could do it unless we did something





really dumb. . . like when we almost stuffed the pole with a few miles to go," said Jerry. "I hated this race on the one tonner in '93, but sure loved it this year!"

Stealth Chicken, under charter to a Cal YC group headed by Liz Hjorth of Mare Sails, came in a respectable third. This was a 'pay to play' deal where everyone either chipped in money or helped deliver the boat home. "The *Chicken's* like a sled with training wheels," claimed crew-member Mike Priest. "It's got the same sized rig, and a nice big rudder — it's actually perfect for charter groups." The group sailed hard, partially because they were miffed to find out they were picked as 100 to 1 odds. "That was embarrassing, not to mention wrong," said Priest. "We are all proud of what we accomplished, and we did it all without asking for sponsorship or donations."

Persuasion failed to live up to pre-race expectations. Her Seattle crew sampled both corners of the race track, ending up fourth. Emotionally-charged stories about *Bay Wolf* and *Survivor*, the fifth and sixth place finishers, could fill a book each. The all-women group on *Bay Wolf* sailed at the last minute without their co-skipper, Linda Elias, a cancer survivor who had an emergency operation just five days prior to the race. Liz Baylis was invited to sail instead of Linda, who got out of the hospital just in time to join her crew in Hawaii. The women's trip was far from easy: they spent about a day repairing their mainsail, and lost all their instruments near the end of the race. "It was actually a lot of fun," claimed Baylis.

The *Survivor* (aka *Learjet*) crew, an HIV+ group led by Get Challenged founder Rob Hudson, pulled in with a bent boom, four of five kites in pieces, and some pretty wild tales — but they were justifiably elated. Admittedly lacking in sailing depth, not to mention suffering side-effects from various antiviral medications, the group's agenda wasn't to win the race so much as to finish it and raise awareness about AIDS. They sailed with 170

Captains courageous — *Survivor's* main men, from left: John Plander, organizer Rob Hudson and Keith Ericson.

names of AIDS victims on their hull, all friends of the crew — "our angels," they called them. "We did the race to develop role models for HIV+ patients," claimed Hudson, "and to let everyone know it's okay to have AIDS; it's okay to have cancer; it's okay to have anything."

"We were a little scared coming into the race, because we weren't sure how we would be treated," said Hudson. "But the sailing community met us with open arms. Everyone made us feel welcome, and we are grateful. This has helped fight the HIV/AIDS crisis more than anyone knows."

Division IV — Little Boats

A pair of Bay Area boats dominated this eclectic class, which was tiny to begin with and then shrank even further due to attrition. Richard Leute's J/44 *Acey Deucy* corrected out six hours ahead of Linda Newland's all-women crew on *Pegasus XIV*, a 5,500-pound downwind rocketship designed and built by her husband Dan. The other three boats in the class evapo-

Fred Frye (right) and the crew of 'Salsipuedes' arrived in Hawaii tanned, rested and ready.



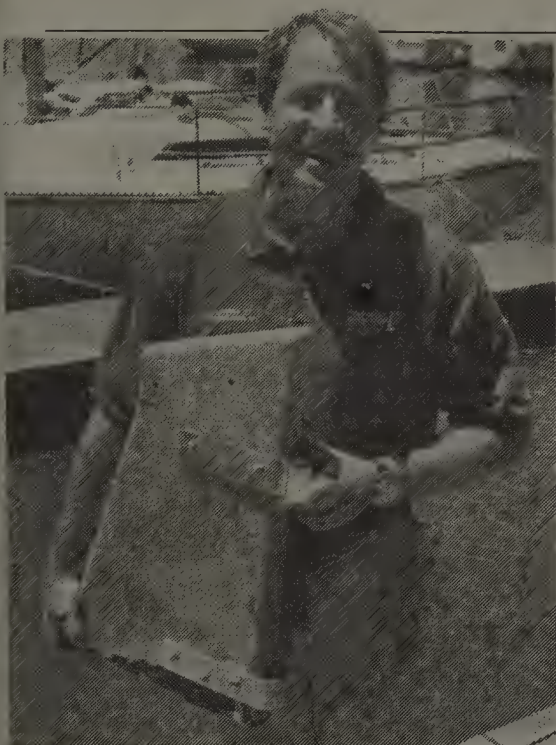
rated along the way, starting with *Legs*, a doublehanded Moore 24 which didn't start when crew Mel Wills called in sick (maybe he came to his senses?).

Next to stumble was Dan Doyle's 2 *Guys on the Edge*, which broke its brand new rudder 100 miles into the race. The third boat in the class, the Alaska-based Frers 38 *Silver Girl*, was using the race to start a circumnavigation. Unfortunately, the boat seemed jinxed from the get-go. They started two hours late, then had problems with their rudder bearings which forced the crew to limit sail, ultimately earning them Tail End Charlie honors. "It was torture," admitted Keith Stumpf. "I'm still not sure why we didn't turn back."

"We had a fun and mostly easy trip," reported Leute, who previously owned a SC 50 also named *Acey Deucy*. "But the nights were really dark — we were flying on instruments most of the time. Maybe they should take a cue from the Pacific Cup and hold it during a full moon." Leute's Bay Area crew — including navigator Jim Quanci, Jim Fair, Tom Connerly, Dave Mariscal and Lou Pambianco — led boat-for-boat throughout, putting the J's long waterline to good use. "I'm more and more impressed with this design," said Leute, who purchased the boat just eight months ago. "We even got it up to 21 knots a few times."

Pegasus XIV's crossing was nowhere near as luxurious as *Acey Deucy's*. "It was an exhilarating trip, but also exhausting," admitted Newland. "The boat's a minisled, totally wet and bouncing all over the place. It was hard to cook, and often no one felt like eating. We got knocked down a few times, and had one really excellent nighttime round-down when the instru-

BURNIN' DOWN THE HOUSE



"What's wrong with this picture?" asks Dan Doyle, one of two guys no longer on 'The Edge'.

ments froze up on us. Fortunately we had harnesses on, because a few of us went swimming during that one!" Linda and her crew — three SoCal women and Beth Bell of Alameda — survived a few other scares, such as a block letting go in their permanent backstay arrangement while the masthead kite was up in 25 knots.

"We never really dried out, and 'boat butt' was a big topic of conversation," said Linda. "It was so wet down below that one of our inflatable harnesses blew up, thinking it was underwater!"

With the daily routine so arduous, it was no wonder that Newland made a few tactical errors. "There was so much going on that I missed a crucial jibe south," confessed Linda. "We were right on the tail of the 50s and, in retrospect, should have jibed with them. I still think *Pegasus* had the potential to win the race, but at least we had the satisfaction of knowing we were competitive." Newland did take home a second place trophy, the first TransPac pickle dish ever awarded to an all-women team (out of five different attempts).

Dan Doyle and Patrick Rogers, the only doublehandlers and the only Hawaiian entry this year, had a particularly sad tale. Having bought the Sonoma 30 *The Edge* up in Seattle, Doyle trucked it to the Bay Area and began prepping it for the race. After some "staggering yard bills," the duo sailed down the coast only to break the original outboard-hung rudder off near Pt. Conception. Getting a new custom carbon-fiber reinforced rudder made in time for the TransPac was a pricey decision, but Doyle figured "What's a few more thousand dollars after all I had into it already?" What he didn't figure on was getting overbilled for the job, and then hav-

1997 TransPac Results

<u>Cls</u>	<u>Flt</u>	<u>Yacht</u>	<u>Design</u>	<u>Skipper</u>	<u>Yacht Club</u>	<u>Corr Time</u>
DIVISION I						
1	5	<i>Pyewacket</i>	SC 70+	Roy Disney	Los Angeles	183:22:22
2	8	<i>Cheval</i>	Andrews 70+	Hal Ward	California	187:56:39
3	12	<i>Victoria</i>	Andrews 70+	Mike Campbell	Long Beach	189:24:46
4	18	<i>Luna Barba</i>	SC 70+	Tony Sessions	Royal Vancouver	193:13:00
5	20	<i>Merlin</i>	Lee 66+	Alliance Syndicate	New York	195:23:54
6	21	<i>Renegade</i>	Andrews 70	Dan Sinclair	Royal Vancouver	205:42:04
-	-	<i>Magnitude</i>	Andrews 70+	Doug Baker	Long Beach	DNF
-	-	<i>Vicki</i>	Andrews 70+	Al & Vicki Schultz	Hawaii	DNF
-	-	<i>Zephyrus IV</i>	R/P 75	B. McNeill/J. Parrish	San Diego	DNF
DIVISION II						
1	9	<i>Kathmandu</i>	SC 70	Joe Jaconi	Los Angeles	188:29:01
2	10	<i>Mirage</i>	SC 70	Jim Ryley	St. Francis	188:46:05
3	13	<i>Grand Illusion</i>	SC 70	James McDowell	Lahaina	189:25:41
4	14	<i>Taxi Dancer</i>	R/P 70	D. Hughes/B. Richards	Santa Barbara	189:46:12
5	15	<i>Cheval 88</i>	N/M 68	Steve Popovlch	Cabrillo Beach	189:49:33
6	16	<i>Ragtime</i>	Spencer 66	Scott Zimmer	Balboa	190:15:22
7	17	<i>Orient Express</i>	SC 70	Peter Tong	Long Beach	191:36:22
DIVISION III						
1	1	<i>Ralphie</i>	SC 50	Jerry Montgomery	Alamitos Bay	168:15:51
2	2	<i>Medicine Man</i>	Andrews 56	Bob Lane	Long Beach	169:46:11
3	3	<i>Stealth Chicken</i>	Perry 56	Liz Hjorth	California	175:36:47
4	4	<i>Persuasion</i>	Andrews 53	Steve Travis	Seattle Corinthian	179:13:36
5	7	<i>Bay Wolf</i>	SC 50	Women's Sail Team	Long Beach	185:42:47
6	19	<i>Survivor</i>	N/M 56	Rob Hudson	Get Challenged	195:16:51
7	23	<i>Seven Seas III</i>	MacGregor 65	Karl Schopp	Huntington Harbor	253:18:33
DIVISION IV						
1	6	<i>Acey Deucey</i>	J/44	Richard Leute	Encinal	183:35:10
2	11	<i>Pegasus XIV</i>	Newland 37	Women's Challenge	Island	189:07:19
3	22	<i>Silvergirl</i>	Frers 38	Keith Stumpf	Ketchikan	252:48:28
-	-	<i>2 Guys Edge</i>	Sonoma 30	D. Doyle/P. Rogers	Waikiki	DNF
CRUISING						
1	1	<i>Salsipuedes</i>	Tayana 52	Fred Frye	San Diego	230:04:12
2	2	<i>Surprise</i>	Catalina 36	Richard Sherlock	Anacapa	250:15:23
3	3	<i>Inquisitor</i>	Nordic 37	John Black	American Legion	256:20:36
4	4	<i>Ka Ula Lani</i>	Morgan 38.3	George Killam	Richmond	263:02:32
5	5	<i>Endeavor III</i>	C&C 40	Eleanor & Randy Bell	Royal Canadian	290:35:37
-	-	<i>Sea Dancer</i>	Ericson 35	Al Wheatman	California	DNF
-	-	<i>Seaz the Moment</i>	Hylas 47	Edward Soellner	Sausalito CC	DNF
MULTIHULLS I						
1	1	<i>Explorer</i>	Ollier 86 cat	Bruno Peyron	St. Nazaire, FRA	237:27:01
2	2	<i>Lakota</i>	Jeanneau 60 tri	Steve Fossett	San Diego	255:41:51
-	-	<i>Double Bullet II</i>	Custom 75 cat	Robert Hanel	Cabrillo Beach	DNF
MULTIHULLS II						
1	3	<i>Alquita</i>	Crowthier 49 cat	Charles Moore	Long Beach	320:30:05

ing the new rudder shear off the first night out. "The thing was built wrong," claims Doyle, who was frustrated beyond belief and considering legal action. "It might as well have had a dotted line with 'break here' written on it."

Cruising Division

To no one's surprise, Fred Frye's Tayana 52 *Salsipuedes* had her way with the seven-boat cruising class, which rapidly dwindled to just five boats when *Seaz the Moment* and *Sea Dancer* turned back. Both had seasick crew and minor damage, and basically weren't enjoying the lumpy conditions encountered just off the coast. "The cruisers had the roughest conditions of any start, and I think that the two boats who withdrew may have been in a little over their heads," said one TransPac official.

Frye, commodore of the San Diego YC in '87 when Dennis Conner returned the America's Cup, never really had any com-

petition from the remaining four boats. Their elapsed time of 12 days, 6 hours was good enough to correct out by almost a day over *Surprise*. "This was the fulfillment of a long-standing dream," claimed Frye, who has done a bunch of Mexico races but not a TransPac. A highlight of their trip was waving and cheering as *Medicine Man* passed just 20 yards away from them with only 10 miles to go to the Diamond Head finish.

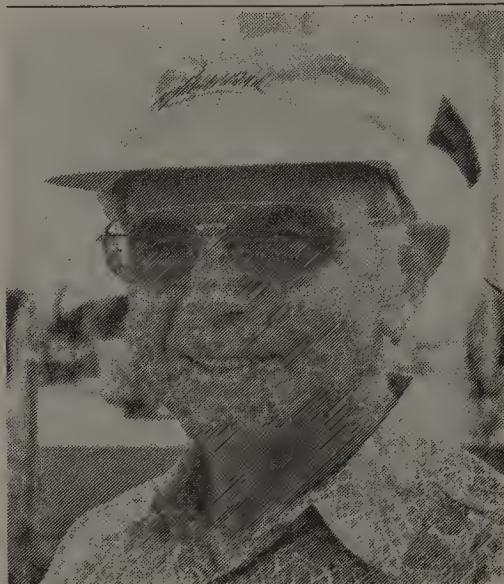
Richard Sherlock's Catalina 36 *Surprise* came in second, much to the delight of her Anacapa YC crew. "We were sitting around the yacht club drinking last year, and one thing led to another," said Sherlock, who sold his car to buy sails for the trip. "I figured Roy (Disney) probably wouldn't be calling to invite me, so what the hell, let's take the boat I have." After nailing the start, *Surprise* suffered in the heavy reaching conditions until the wind went aft. Then, her relatively light 13,500-pound hull outsailed the rest of the 'B' fleet. "We pooled our money and

TRANSPAC '97

bet \$500 on ourselves, which was pretty motivating," admitted Sherlock. "How could we not have at 100-to-1 odds? In the end, we made \$96. If we'd won, we would have gotten about \$35,000!"

Inquisitor and *Ka Ula Lani*, George Killam's Richmond YC-based Morgan 38.3, finished soon after *Surprise*, correcting out in that order. Both boats reported casual trips, unlike the Toronto-based *Endeavor III*, which hobbled in a day later. "Our steering chain broke 600 miles into the race," explained Randy Bell, a former boatbuilder with C&C. "It sounded like a gunshot! We jury-rigged the steering cables with lines, and had the emergency tiller working in conjunction with the wheel." With reduced steering efficiency, *Endeavor* was unable to fly a kite and fell far behind. "It was disappointing, not to mention a lot of hard work," admitted Randy's wife Eleanor. "On the bright side, my arms are really strong now!"

"I think it's great that the TransPac has opened up a class for boats that carry furniture and fine wine," said Frye. "It's really just getting back to the race's roots, to the way it was before Bill Lee and the



Richard Leute and his 'Acey Deucey' buddies were the top Bay Area program, finishing first in their small class — but sixth overall!

'fast is fun' mentality changed everything. The cruising class should play a big role in the TransPac in years to come."

And what about those years to come? With all the records that were shattered this year, we can only hope that the ensuing publicity will translate into good things for the 1999 race. But with the

turbo class bickering, the sleds unraveling, and everyone else defecting to the Pacific Cup, who knows what to expect when the 40th edition of this great race rolls around in two years. Will the multihulls and cruising boats — two classes previously shunned by the TransPac YC — help pick up the slack? If 'life begins at 40', as the saying goes, then will the race bounce back? Or has the TransPac house burned down, metaphorically speaking, in addition to all the records that got torched this year?

But let's put off these 'burning questions' until another day. For now, let's allow the TransPac to be '39 and holding', and bask in the glory of this epic year. Finally, we got the '20 year race' — long overdue, but worth the wait.

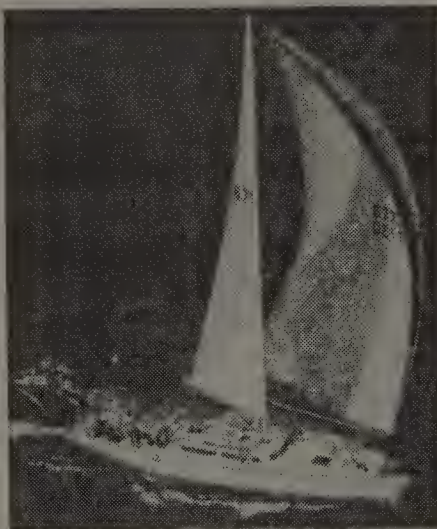
— latitude/rkm

Ed. note — Check the race's web site (<http://www.kenwoodcorp.com/transpac97>) for more information, including charts showing the routes of all the boats. Also, be sure to watch the one-hour ESPN special on this year's TransPac, which will air on September 14 and 16.

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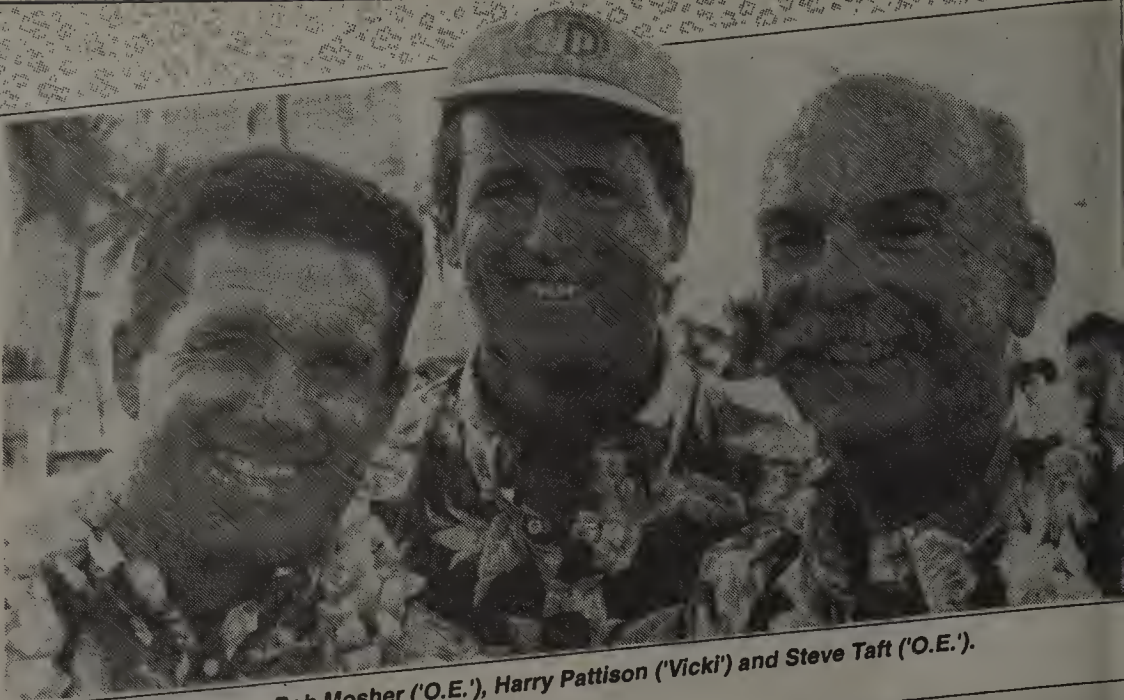
sail cyberspace

HANGING OUT

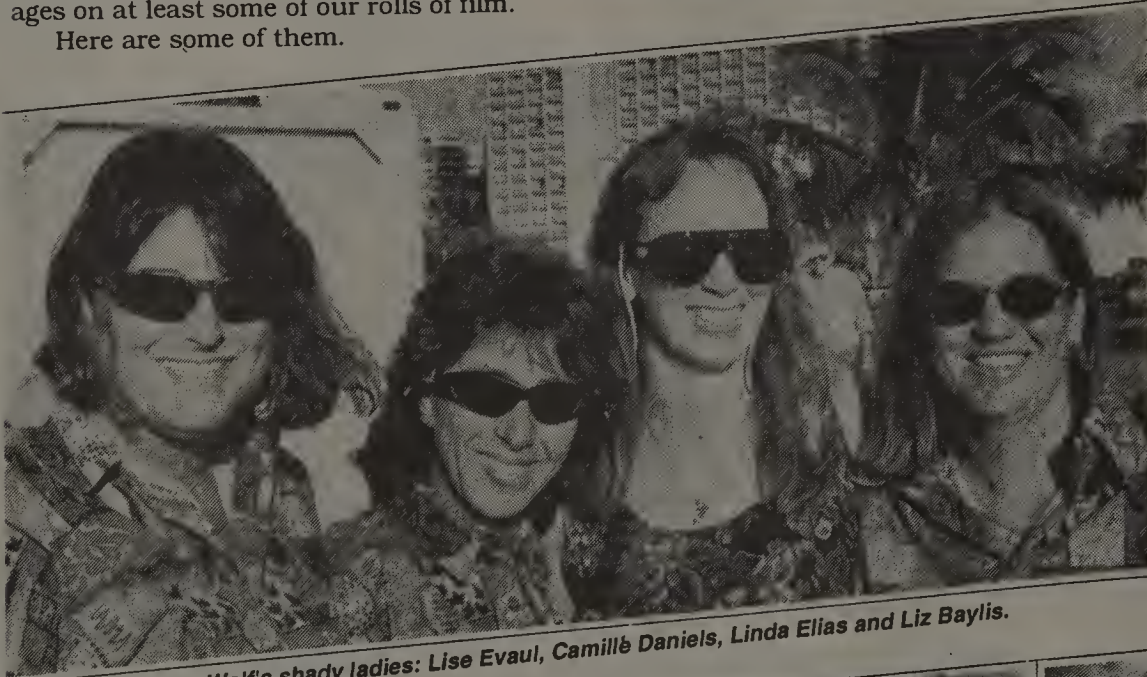
They came, they saw, they broke all the records. But as any veteran of this stellar 39th TransPac — or any previous one, for that matter — can tell you, getting there is only half the fun. The other half comes when you arrive in Honolulu and commence partying, beginning with your boat's catered dockside reception.

Though not nearly as wild and crazy as the 'old days', it's still a blast to loiter on TransPac Row as each wave of happy sailors hit the beach. Naturally, we joined the merriment — after all, it's our job. Cocktail in one hand and camera in the other, we waded into the crowd. After all those free drinks, we were happy — make that amazed — to see that there were images on at least some of our rolls of film.

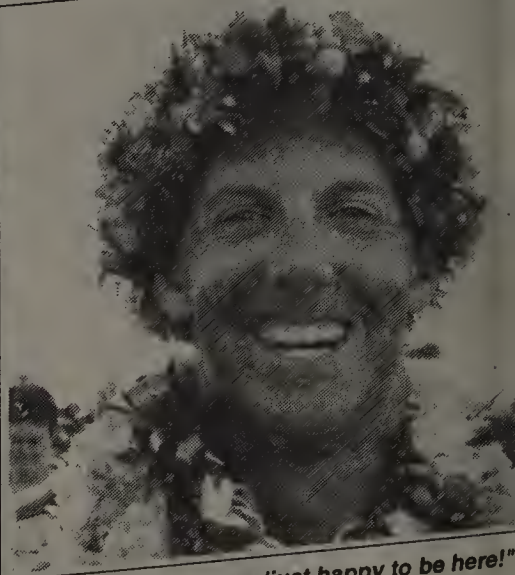
Here are some of them.



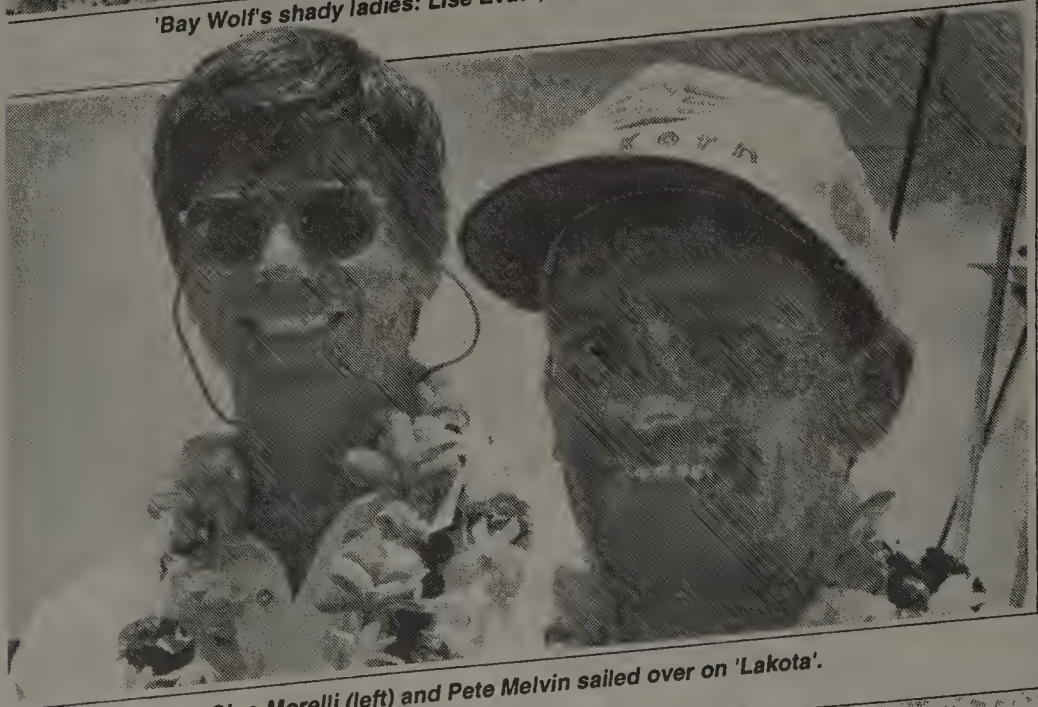
Sled buddies Bob Mosher ('O.E.'), Harry Pattison ('Vicki') and Steve Taft ('O.E.').



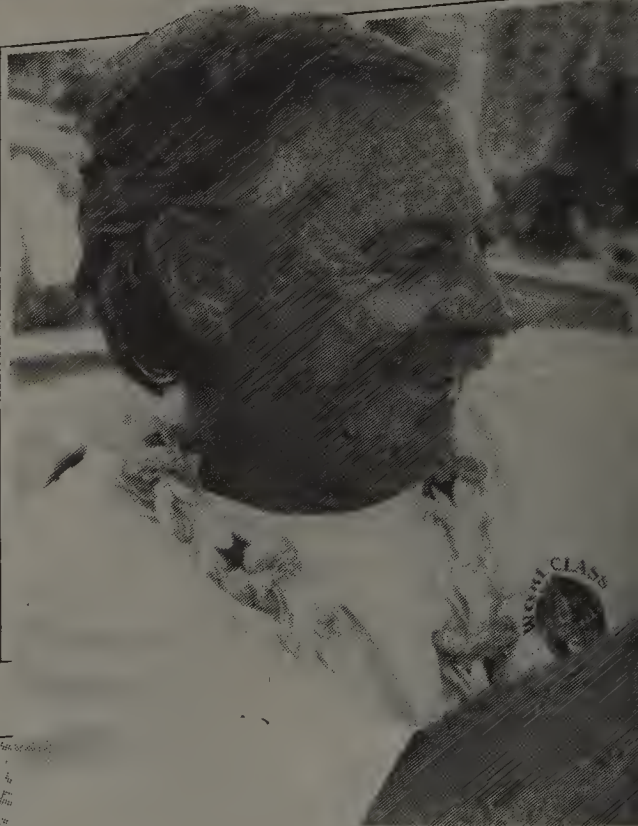
'Bay Wolf's' shady ladies: Lise Evaul, Camille Daniels, Linda Elias and Liz Baylis.



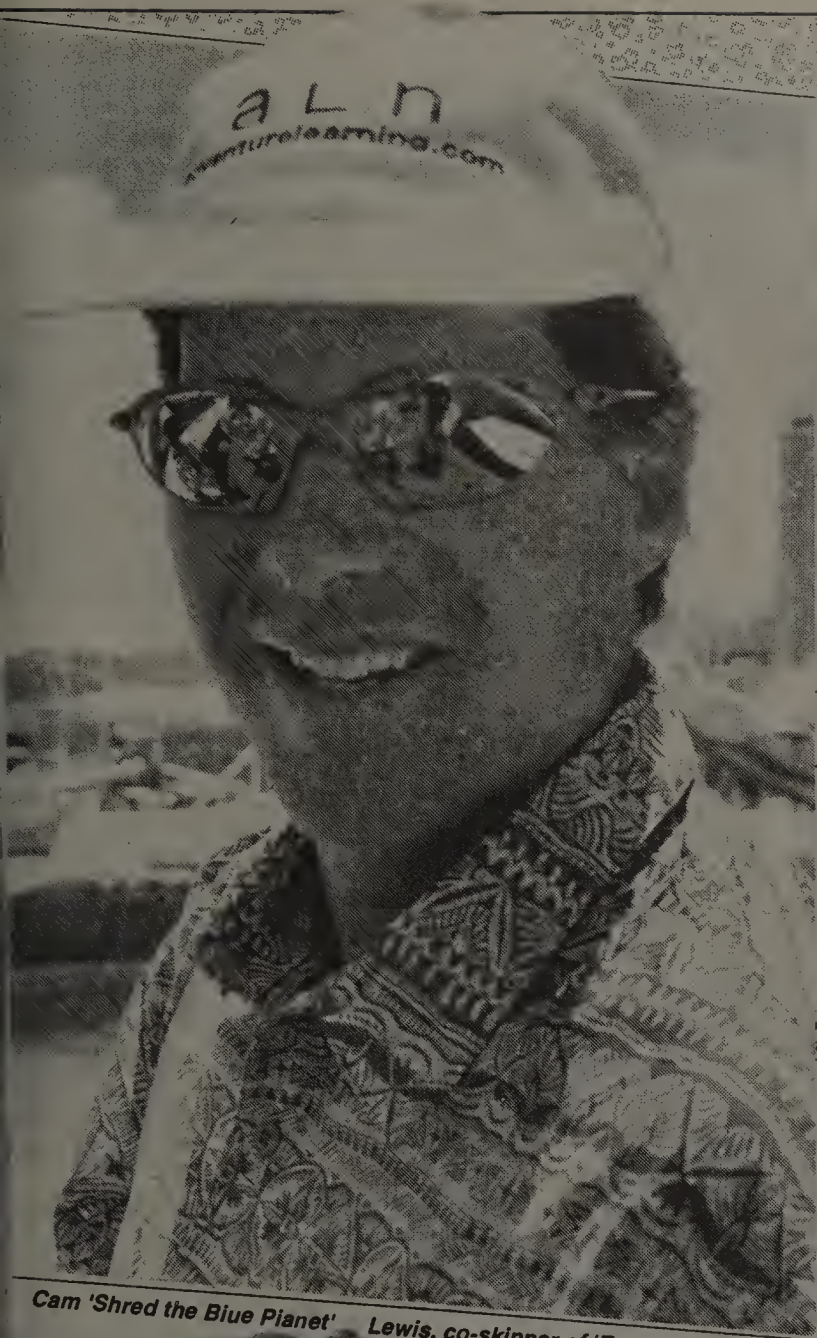
Mike Nash ('O.E.') was 'just happy to be here!'



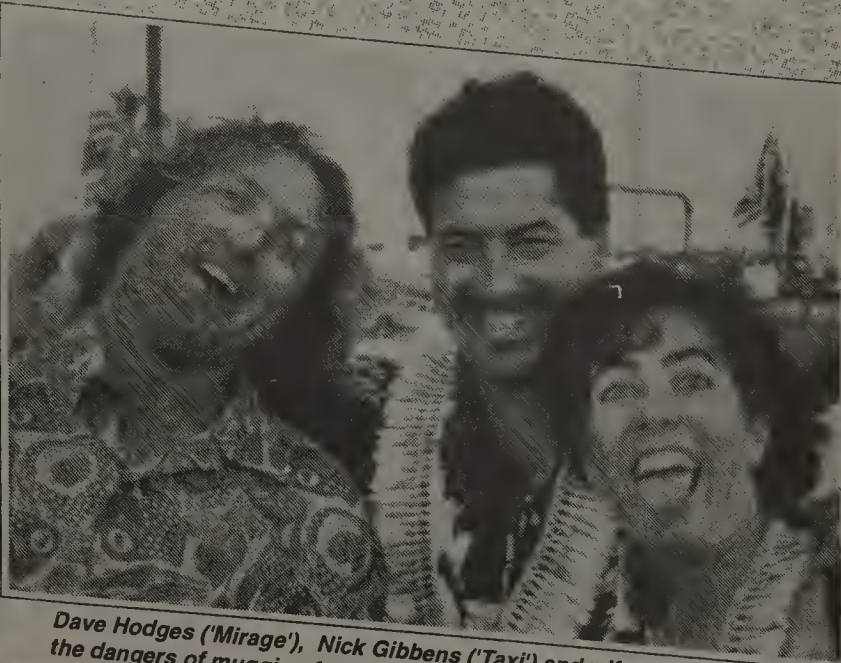
Multi-faceted Gino Morelli (left) and Pete Melvin sailed over on 'Lakota'.



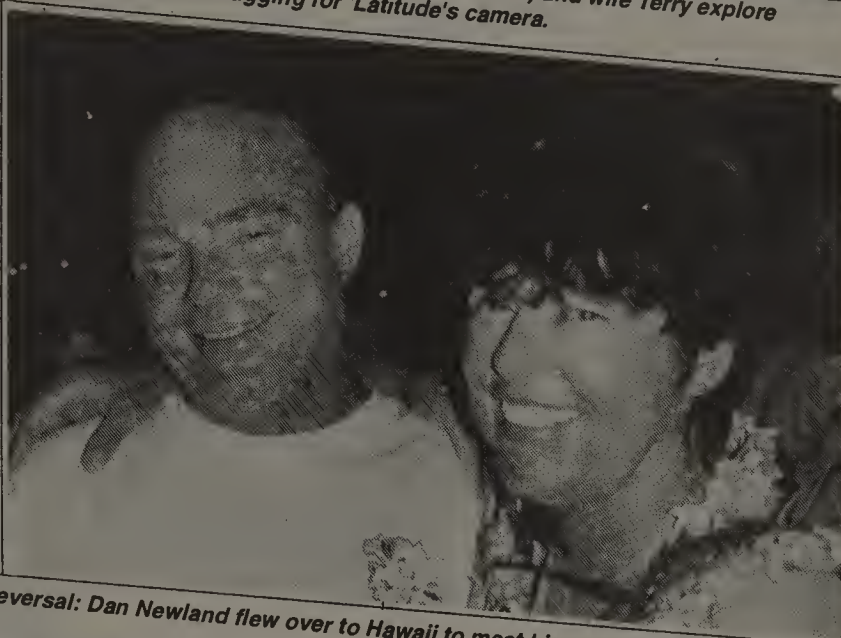
ON TRANSPAC ROW



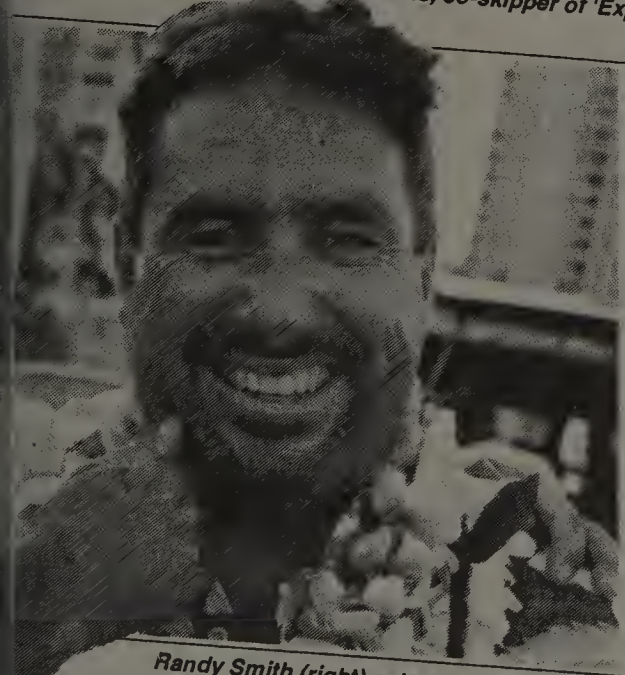
Cam 'Shred the Blue Planet' Lewis, co-skipper of 'Explorer'.



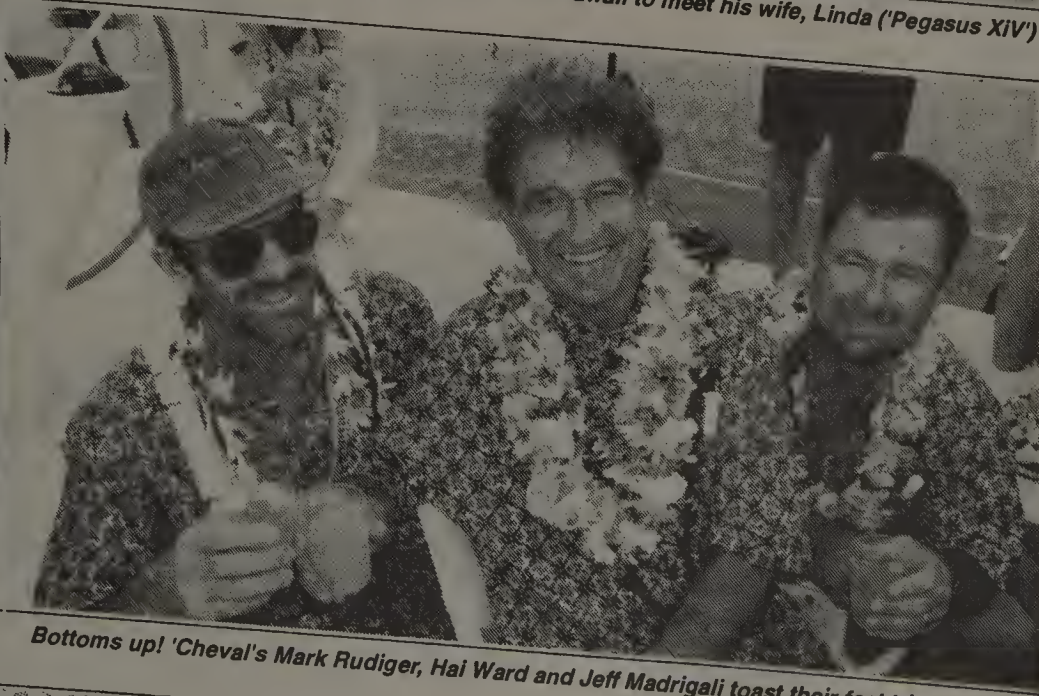
Dave Hodges ('Mirage'), Nick Gibbens ('Taxi') and wife Terry explore the dangers of mugging for 'Latitude's camera.



Role reversal: Dan Newland flew over to Hawaii to meet his wife, Linda ('Pegasus XIV').

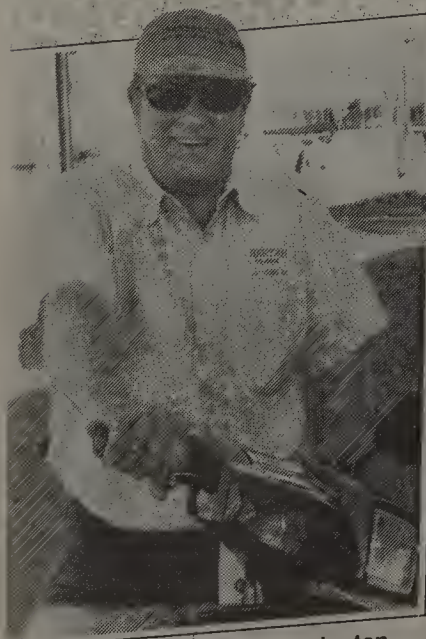


Randy Smith (right) gets a stubbie test from Dave Ullman.



Bottoms up! 'Cheval's Mark Rudiger, Hai Ward and Jeff Madrigali toast their fast trip.

HANGING OUT



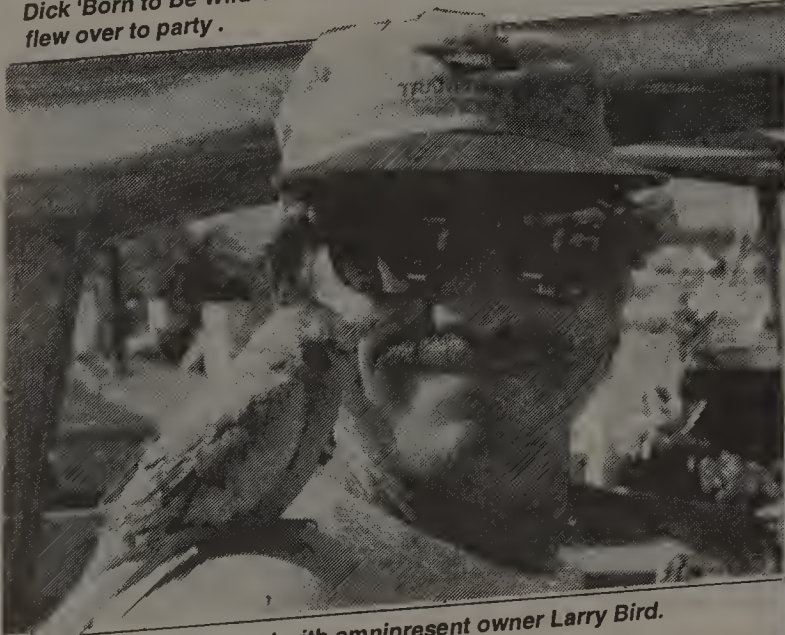
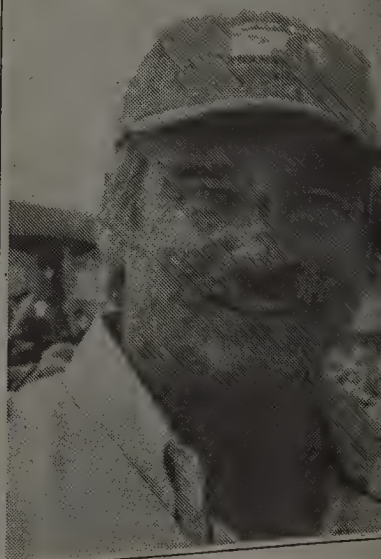
Dick 'Born to Be Wild' Pennington flew over to party.



John Jourdane ('Rags').



"Alooooooha!" Walt McGoldrick has been the voice of the TransPac for almost 30 years.

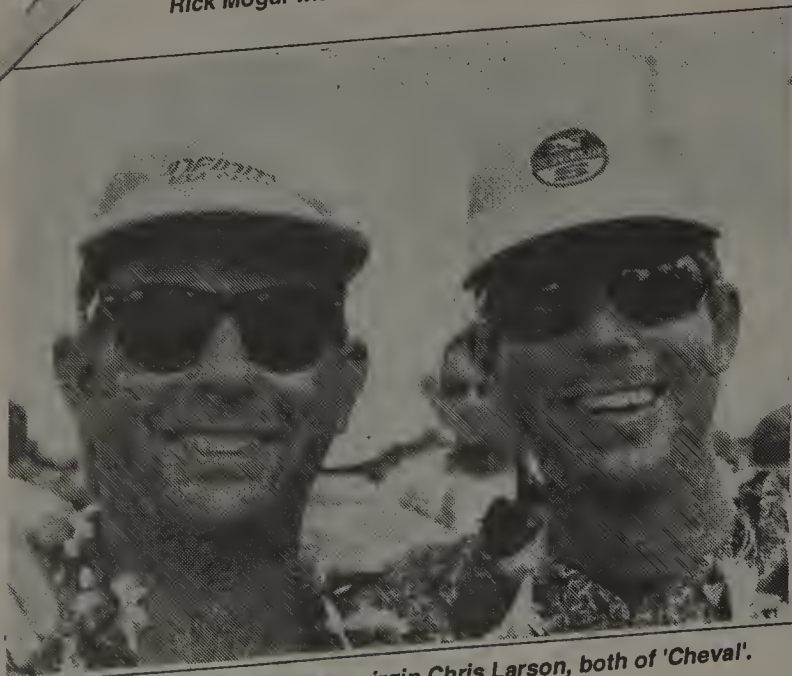


Rick Mogul with omnipresent owner Larry Bird.



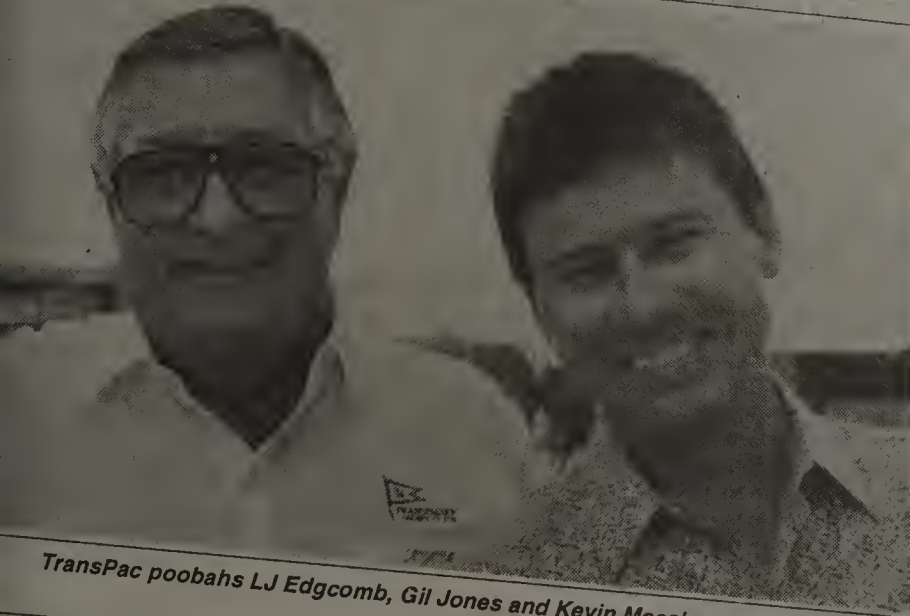
Roy Disney —

the irony and the ecstasy.

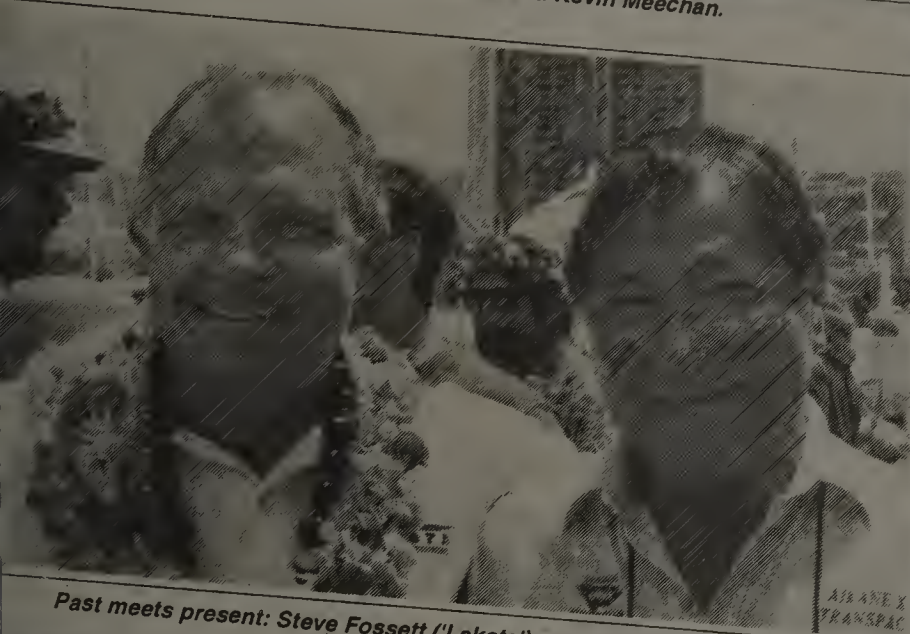


Veteran Dave Hulse and race virgin Chris Larson, both of 'Cheval'.

ON TRANSPAC ROW



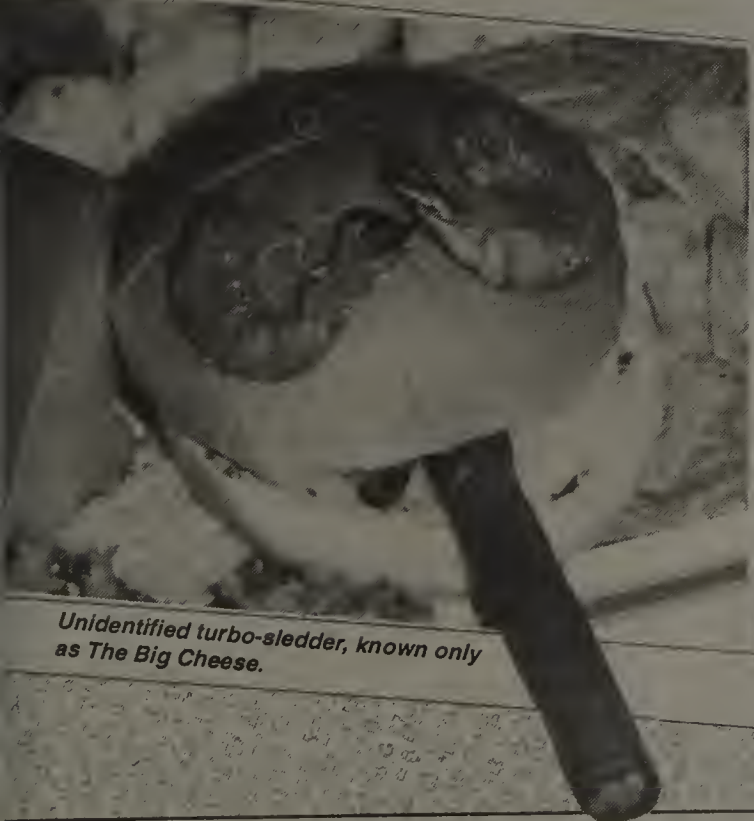
TransPac poobahs LJ Edgcomb, Gil Jones and Kevin Meehan.



Past meets present: Steve Fossett ('Lakota') and multihull legend Rudy Choy.



'Pyewacket' captain Gregg Hedrick had no problem picking up chicks.



Unidentified turbo-sledder, known only as The Big Cheese.



More 'Merlin' magic — charterers Skip Steveley, Art Santry and John Jacquemin.

CHANNEL ISLANDS' SEA CAVES



"Yeah, that looks like it right over there. . . see the opening?"

As the morning fog lifted off the cliffs of Santa Cruz Island, we approached its weather-worn north coast in search of the famous 'Painted Cave'. Three of us had visited its enchanting caverns before, but that was nearly 20 years ago, and now every crevasse along the jagged coastline seemed like it could be 'the one'.

"That's looks like a cave all right," said captain Greg, "but I don't recall the opening being so broad."

"No, look down there," countered Julie,

as she scanned the coastline through binoculars. "I'm pretty sure that's it. That overhanging rock shelf looks familiar."

"Hmmm," I muttered. "I hate to say it, but neither one of these look like the spot to me. Check out this picture in the cruising guide."

"Wait a minute," added Greg, "if this chart is accurate, my GPS puts the Painted Cave a quarter of a mile east."

About this time, Chris, who'd never been out to the island before, was hit by a stroke of logic: "It's pretty clear that there's a lot more than one cave here,

guys. What do ya say we hop in the dinghy and just start exploring?"

So away we went in our trusty Avon, armed with a powerful flashlight.

Outside the entrance to the first 'mystery cave', we were greeted by a cluster of basking seals who barked a few words of greeting. . . or disgust. It was hard to tell. We skirted them politely and made our way into the shadows.

As we slowly advanced past the entrance, the sound of gentle swells lapping against the rock walls echoed with a hollow, amplified resonance. Drops of con-

WE BE SPELUNKIN'



densation occasionally fell from the ceiling, hitting the water's surface with a reverberating 'boink', like the sound a penny hitting the bottom of a wishing well.

After a few minutes we'd penetrated perhaps 100 feet down the shaft, but the beam of our flashlight still couldn't reach the cave's back wall. Along the craggy texture of the walls and ceiling we could see different gradations of color made — possibly, we thought — by encrusting organisms. Just below the surface several types

of starfish clung to the walls.

As the natural light filtering in from the entrance dissipated, we had only our flashlight to see by. At this point we figured we'd traveled at least 400 or 500 feet into the cliff face. Ahead of us, the muffled groans of seals echoed in the darkness. Then, directly in front of us the gentle rise and fall of the swells washed across a shallow, rocky shelf that constricted the tunnel to a narrow passageway only twice the width of our dinghy. "Looks a little risky," someone said. But by then we were committed. With a hard pull on the oars

we rose up on the swell and rushed past the ominous ledge.

The barking had become louder and more distinct and our light finally caught what appeared to be the back of the chamber. "If this is the Painted Cave," said Julie, "there'll be another cavern off to the right."

Sure enough, there was. And it was teeming with lounging seals.

"Do you think they know we're tourists?" someone said.

I snapped a flash picture of three loners up on a ledge, but immediately realized that was probably not a cool thing to

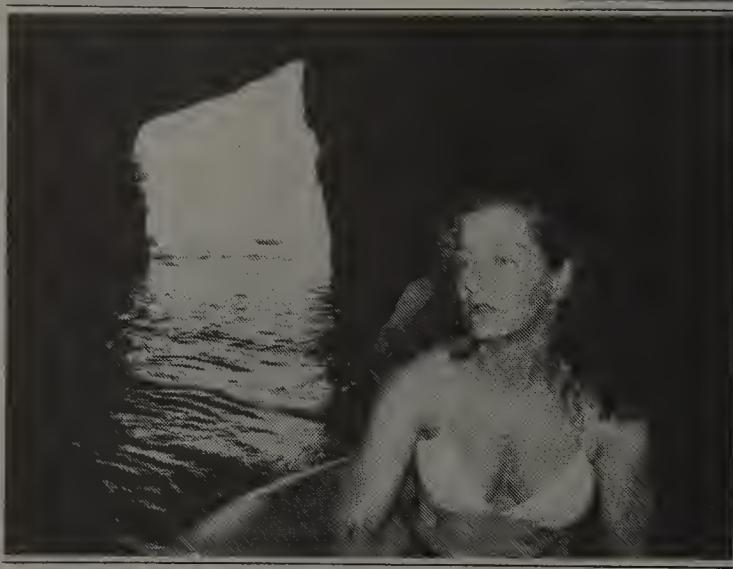
CHANNEL ISLANDS' SEA CAVES

do. The flash set them all to barking, the translation being something like, "Buzz off, losers. Can't you see we're trying to take a nap here?"

We left them to their solitude, marveling at how deep this cavern penetrated the island — some 800 feet, we'd later learn.

Back on board, in an effort to confirm that the cave we'd just explored was, in fact, the famous Painted Cave, Greg re-

ALL PHOTOS LATITUDE/ANDY



"Whoa! I'm not sure these guys like visitors," says Julie. Scientists say that every cave provides a habitat for a wide variety of creatures.

called that Chris Moser, co-owner of Marina Sailing, had equipped the boat with several other guidebooks before we took off. Sure enough, there was a brand new copy of a little red book called *Sea Caves of Santa Cruz Island*. As I perused it I came to an amazing revelation: "Good news, guys. We're not losing our marbles — according to this, there are over 100 caves on Santa Cruz Island. Check it out!"

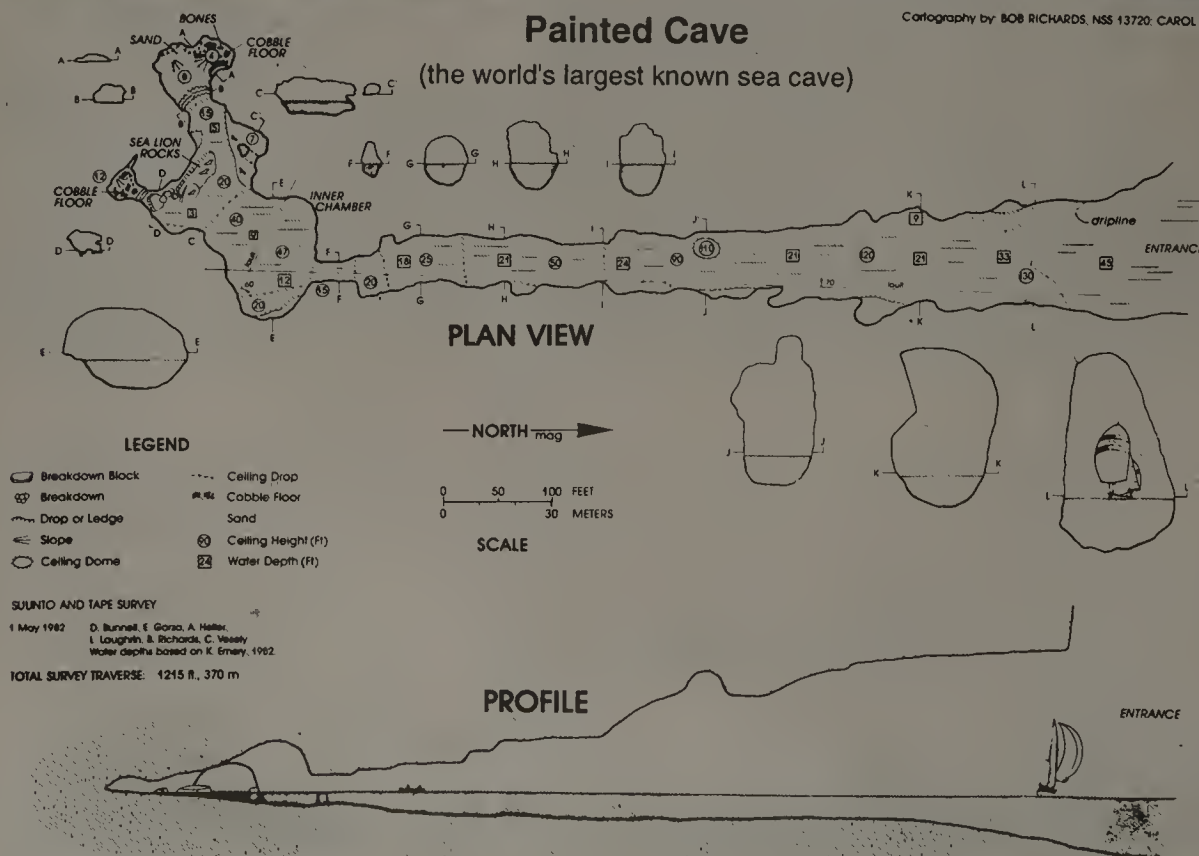
We read how cave scientist David Bunnell and a team of researchers (members of the National Speleological Society) spent over six years during the '80s



Painted Cave

(the world's largest known sea cave)

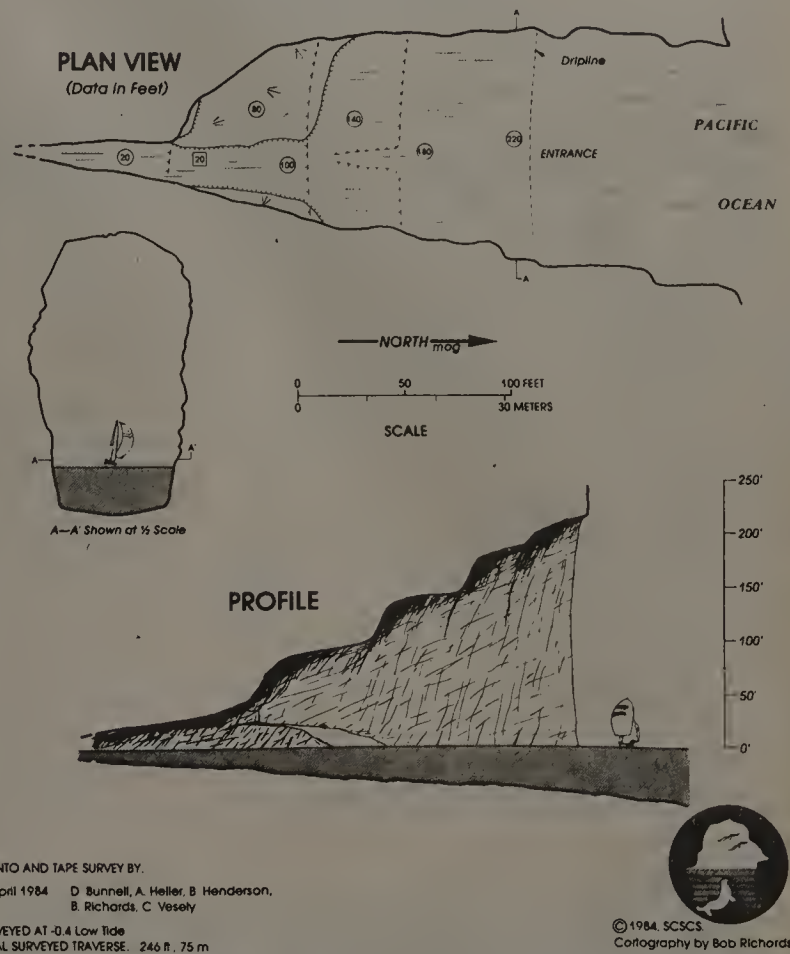
Cartography by BOB RICHARDS, NSS 13720; CAROL VESELY, NSS 18730. © 1982, SCSCS





A playful seal splashes around the 130-foot-high entrance of the Painted Cave. Inside dozens of his buddies lounge in the darkness.

Blimp Hanger Cave (the tallest on the island)

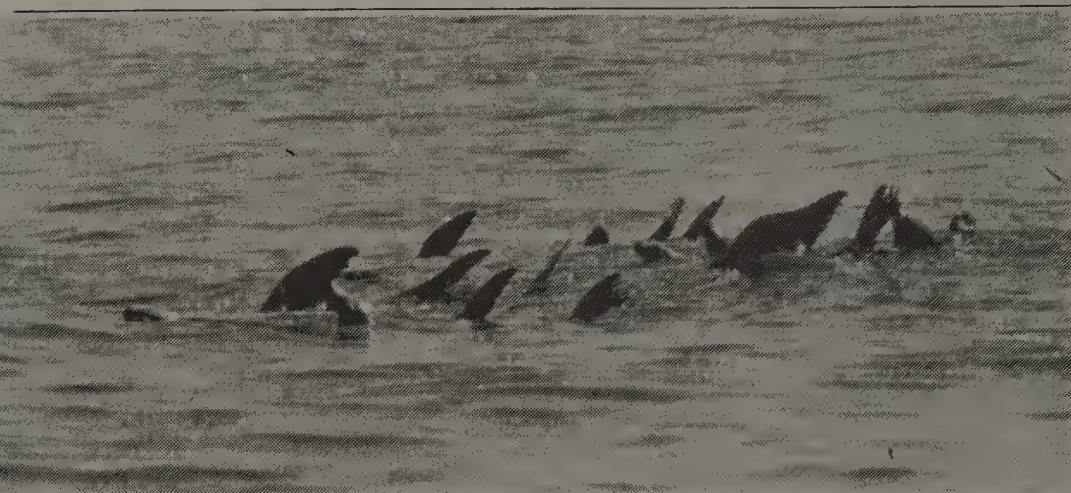


chronicling every nook and cranny — quite literally — of 112 caves on this 22-mile-long island. Such wave-cut or 'littoral' caves occur elsewhere in the world, such as in the Hawaiian Islands and along the coast of Norway, but Santa Cruz Island is particularly impressive because of its number of large caves — 26 are over 300' long and 46 are over 200' long. Incredible! And that's just the air-filled caves; apparently there are underwater caves that not even Bunnell and his cronies have mapped. The Painted Cave, notes the author may, in fact, be the largest known sea cave in the world.

With the turning of every page we became more fascinated. Illustrations in great detail show everything from ceiling heights to where sealife is concentrated. Some caves, we learned, have constricted openings, yet lead to larger chambers, and some have more than opening to the sea.

The development of these caves has been a long and complex process, scientists say, but basically, most of the caves that occur on the north shore of this volcanic island are the result of constant erosion accentuating the effects of fault lines, where different types of geologic materi-

CHANNEL ISLANDS' SEA CAVES



als meet. Ground water channeling through fault lines also aids in the process.

As are laymen's observations confirmed, these caves are a haven for marine life. According to Robert Henderson, one of Bunnell's co-authors, the animal inhabitants of different caves vary widely, yet all of them "teem with life."

We happened to be visiting the island on a calm day when swells were minimal, but after our first spelunking experience we already had an appreciation of how dangerous this pastime could be when the

Are these seals waving hello, or flipping us the bird? Someone out there has the answer and we're sure they'd love to tell us about it.

northwest swell kicks up. "Never enter a sea cave when a large swell is rolling in!" cautions Bunnell, as most caves have an amplifying effect on swell levels. Likewise, divers should not attempt underwater explorations without specific training in cave diving.

Not all of the 112 caves are accessible by dinghy, of course. Bunnell and his team found the best way to get down to the nitty-gritty in the smaller passageways

was floating in inner tubes, while wearing full wet suits, fins and helmets. Rigging a strong waterproof light to your hat or helmet is another wise tip.

Excited by this new font of knowledge we'd stumbled upon, we hustled off to explore another promising 'mystery hole'. As we rowed toward the entrance someone yelled, "Hey-hey! We be spelunkin' mon!"

Just as promised, each new cave proved to be unique in its formation and the creatures found within it. When it came time to sail away, we vowed to return again soon — with inner tubes, wet suits and Bunnell's book in hand — fully prepared to spelunk a few more.

— latitude/aet

Ed. note: Sea Caves of Santa Cruz Island is available through McNally & Loftin, Publishers, P.O. Box 1316, Santa Barbara, CA 93102 (as is a study of Anacapa Island caves).

Many thanks to the gang at Marina Sailing for making our spelunkin' adventure possible, and to fly boy Greg Cook for the joy ride to shoot aerals.

Boat #1 & 2

Boat #3

Boat #4

Boat #5

Boat #6

Boat #7

Boat #8

Boat #9

Boat #10

Boat #11

Boat #12

Boat #13

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Boat #17

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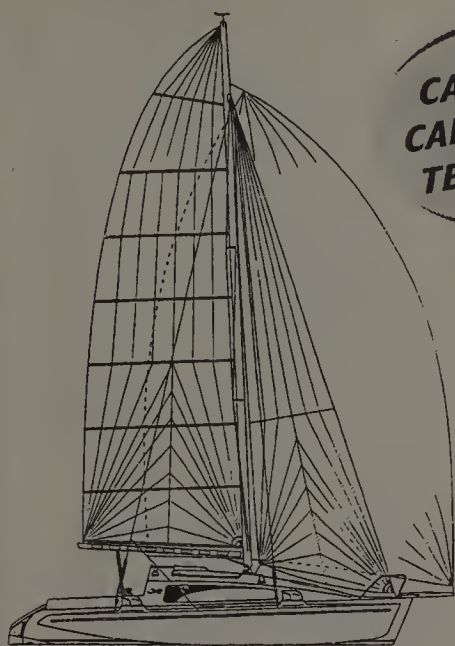
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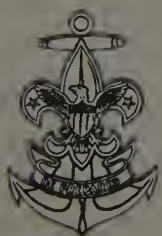
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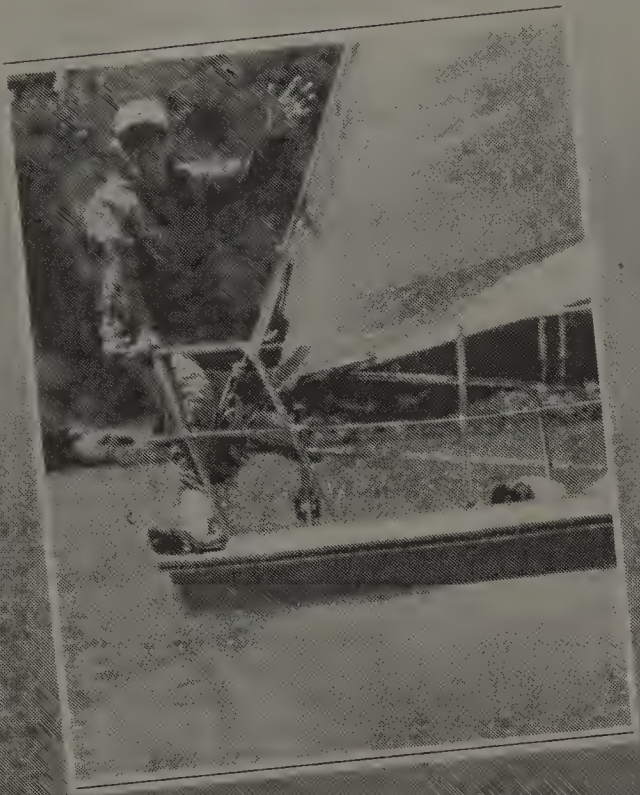


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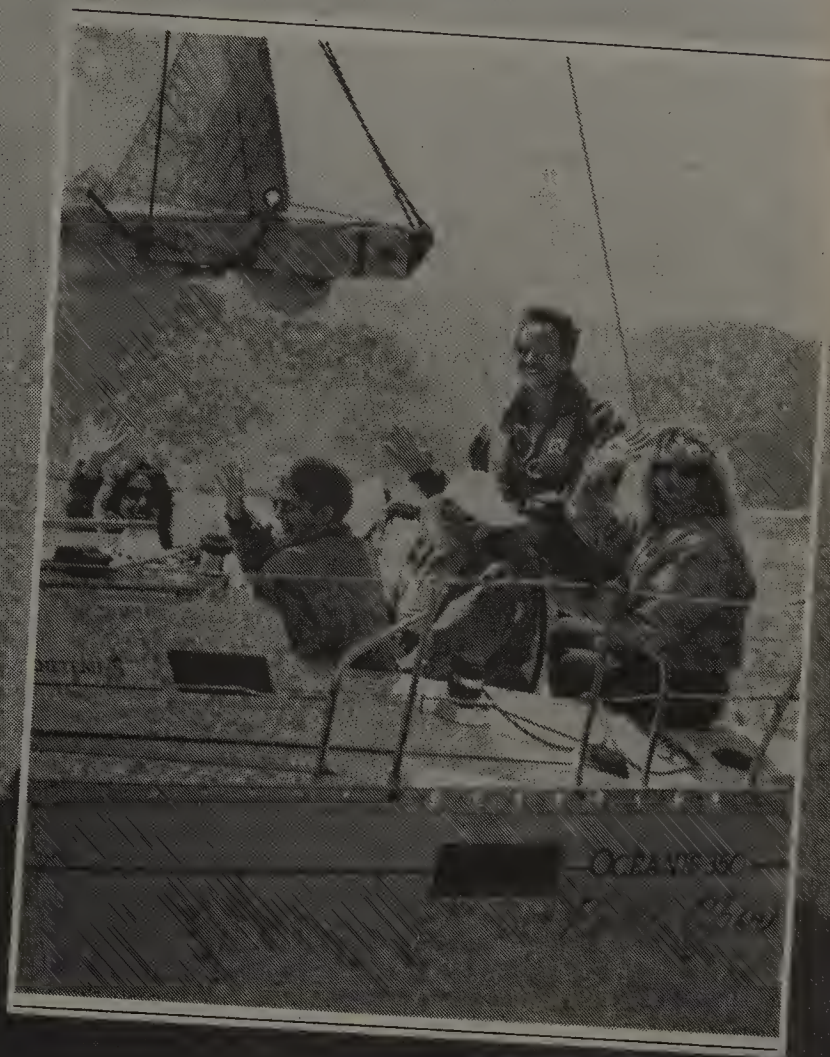
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EYE ON THE BAY —



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Summer's here and the time is right for. . . sailing on the Bay. Pack a lunch, load up the cooler and away you go. The following pages are a testament to the fact that the breezy waters of the Bay aren't just reserved for million-dollar racing machines or megayachts.

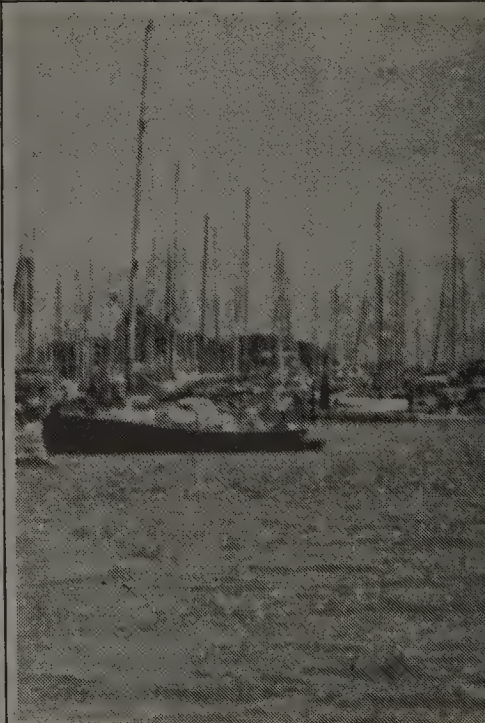
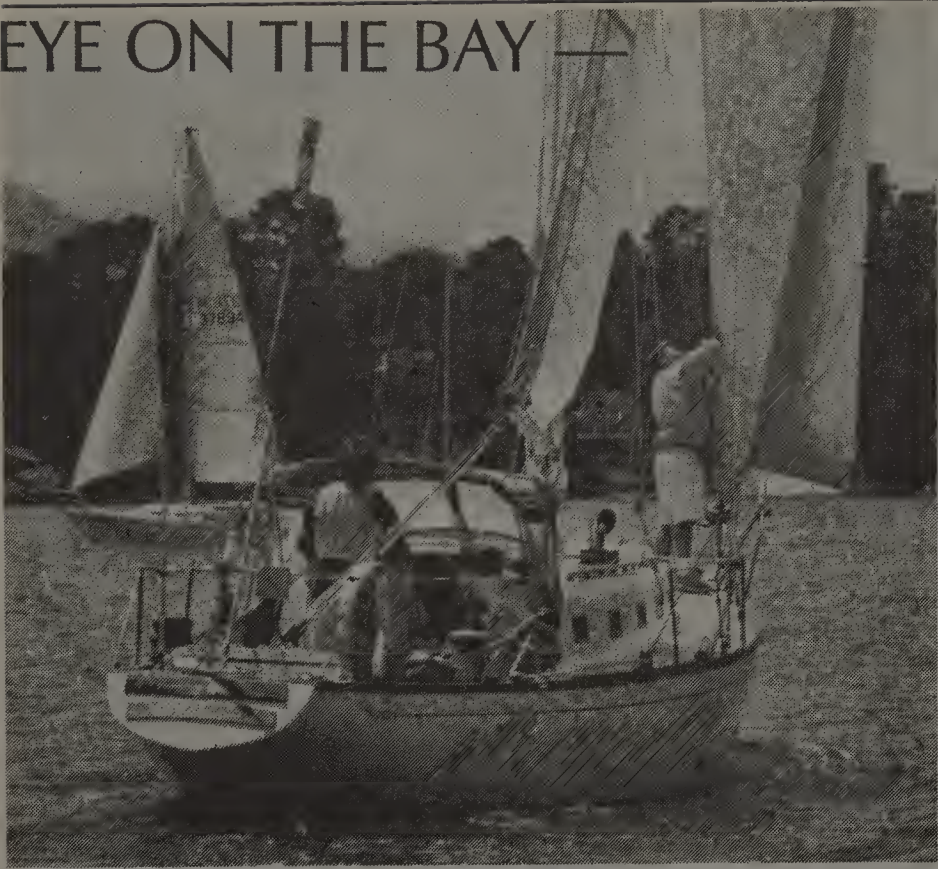
In this vast nautical playground, any group of sailors—from novices to experts—can find conditions ideally suited to their mood and the limitations of their boat, be it ghosting along the Sausalito waterfront, gliding down Raccoon Strait or blasting

out under the Golden Gate.

We like to think sailing is a pastime just about anyone can enjoy. So remember, you don't have to be a 'rock star' or a record-breaking circumnavigator to get your picture in *Latitude*, you just have to be 'out there'. Out there sailing, that is.

Spread: The Soverel 33 'Good and Plenty' has often been seen racing on the Bay, but this day she's 'joy riding'. **Inset, left:** suited up for bow action. **Insets, above left:** who needs an ab roller when you can work out on a Laser; **right:** the 'Petit Chou' crew takin' it easy on a lazy summer Sunday.

EYE ON THE BAY —





Clockwise, from upper left: Meandering into Belvedere; headin' out for an afternoon of fun; running solo in Richardson Bay; big waves on flat water; a splendid sloop reaching past the Sausalito docks; sheeted in and lookin' good in Racoon Strait; to heck with varnishing, let's go sailing; (center) visitors from Santa Barbara sample the mid-Bay blast.

"THE NAVY

In recent issues, *Latitude* has featured a number of stories and complaints about harassment by U.S. Navy drug interdiction forces in international waters. I have also had an encounter with them — but my experience resulted in grati-

ing machine. Except for an automatic coffeemaker and a SSB radio, my boat has everything necessary for a comfortable

I discovered that I'd wrapped a longliner's fishing line around my prop. . .

tude and thanks that our Navy is out here.

First, a little background. A refugee of corporate America — my expertise is in the fabrication of fiber optic gyroscopes — I left Alameda a number of years ago for new horizons sailing singlehanded aboard *Landfall*, my 27-foot U.S. Yachts (Bayliner) sloop. I've spent the time sailing the West Coast and Baja, and have made the 'Baja bash' a number of times. Finally I headed south, winding up spending more time than planned in Costa Rica because I needed to overhaul my engine.

My vessel is well-equipped for coastal cruising, and has all the lifejackets, fire extinguishers, overboard discharge plaques and other safety equipment dictated by rules and regulations. In addition, *Landfall* is equipped with radar, two GPSs, two autopilots, two 486 computers (with laser jet printer and document scanner), weatherfax, stereo, TV, VCR, still and video camera equipment, oscilloscope, microscope, and a bread-mak-

and satisfying cruising life. My point is that I'm a safe and cautious 'sojournerman'.

After completing the engine overhaul in Puntarenas, Costa Rica — where Ramon Suarez is still the most helpful guy around, and the team at Yacht Servica, led by Mario, makes miracles happen — I shook out the rags a bit on local day trips. I wanted to insure that everything was in order. In addition, I had the bottom cleaned, the fuel and water tanks topped off, and took on 30 days worth of stores for what at worst should have been a 10-day trip to Panama.

'Should have been' is the operative phrase. The conditions were benign and my only complaint — until Day 5 — was that there hadn't been enough wind. It

was on Day 5, while motoring in a gentle breeze northeast of Isla Coiba, that I heard a distinct 'clunk!' Soon I discovered that I'd wrapped a longliner's fishing line around my prop, which caused something to give way inside the transmission.

After a couple of hours of crawling over the engine, I determined there was no way to make a repair while underway. Fortunately, I had a sailboat and didn't have to rely on engine propulsion. But where was I to head? As I was more than halfway to Balboa, and as I didn't have charts or information on intermediate ports, I decided Balboa was my best — if not only — option.

Five days later I was working through a local squall when I got hit from behind by a shift in the wind. The shift caused an uncontrolled jibe and blew out my mainsail. Fortunately, the rip was below the second reef, so I could continue — although under severely-reduced sail.

All went well 'til I made Punta Mala — whose adverse currents make the name so appropriate — about 90 miles southeast of Balboa. I spent a *week* there making three runs at the point, only to be carried off to the southwest by a 2.5-knot current.

Realizing the situation was getting out of hand, as early as my second attempt I began calling for assistance. A few commercial vessels diverted to render aid, but since I was in no immediate danger and since there was little they could do to help,

'Landfall' finally at her landfall in Panama.



they would move on and I would drift out of VHF range of my contact in Panama. It became a case of out-of-sight (in this case 'hearing') out-of-mind. I've been sailing for many years, and this was the first time I regreted not having a single sideband radio.

As if things weren't bad enough, somewhere along the line my main water system developed a leak. It wasn't really a desperate situation, however, because I always carry several gallons of emergency freshwater for just such contingencies. In addition, I also have a manual water-maker — which I've never had to use.

Then things got even worse. There was another squall from behind, another unplanned jibe, and the rest of my mainsail was gone.

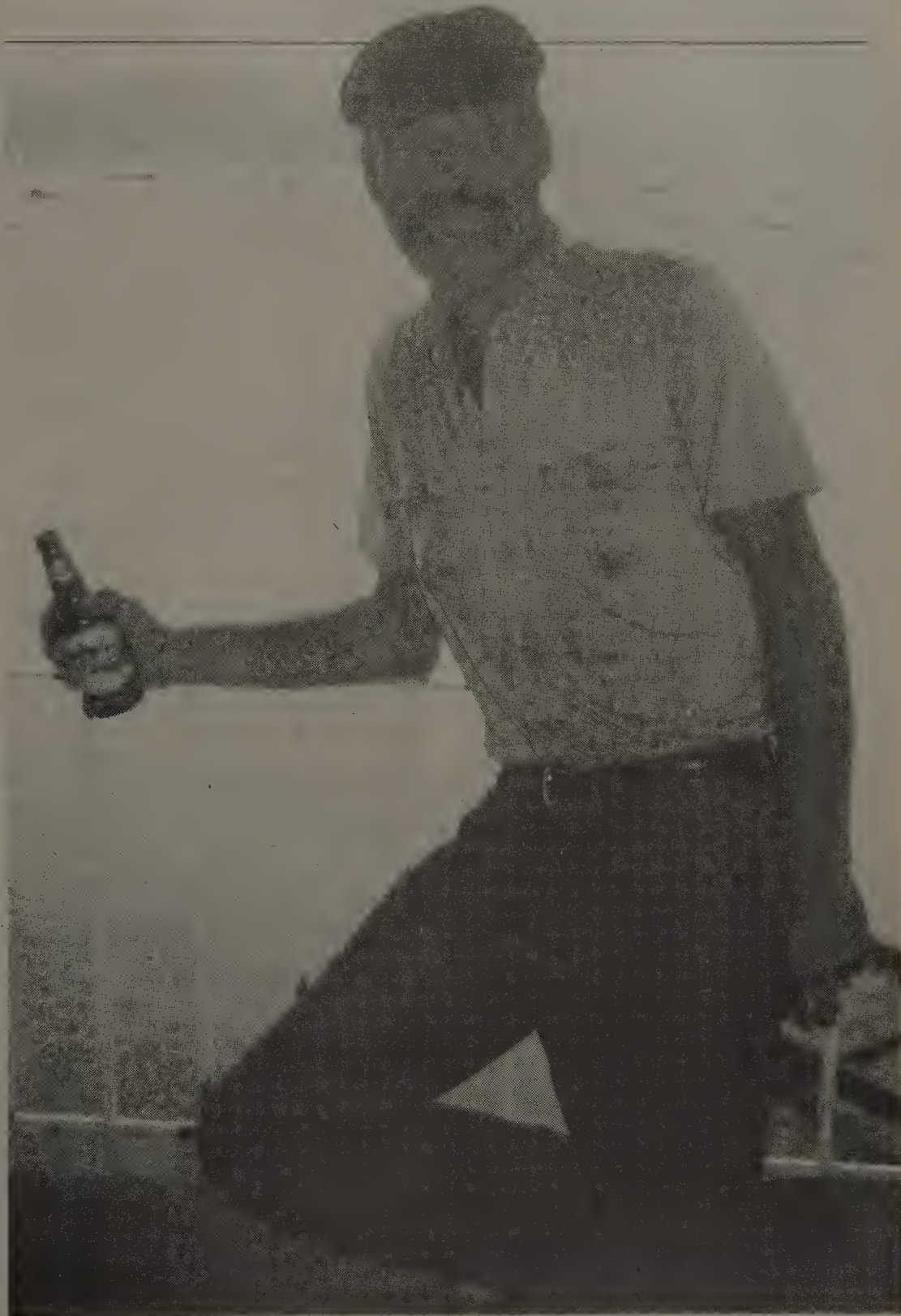
Since my fishing had been unproductive and I had no idea how long this adventure might continue, I had no choice but to start seriously rationing my stores. My cat was in good shape, however, as I still had plenty of cat food and kitty litter.

In addition, I became more frugal with my water and diesel. As I drifted south I began to get less sunlight for my solar panels, so I was having to run the engine more often than usual to charge the batteries.

I drifted below 6°N — several hundred miles southeast of Punta Mala — before the current eased off enough for me to start working east again. Fortunately, there is a northerly current on the eastern side of the Gulf of Panama, so I hoisted what was left of my main to try to help. I doubt if it did much good, but I felt better having the sail up. I continued to make general calls for assistance on the VHF, but since I had drifted so far out of the normal shipping lanes, I got no response.

By day 30, things had progressed from beyond bleak and critical to nearly desperate. I'd found the northbound current, but was only making about 10 miles a day toward Balboa. The weather wasn't helpful, as a northerly wind blew against the current to impede my progress and make the going sloppy. In addition, I was hit by one rain squall after another, and each was accompanied with heavy lightning that was all too close for comfort.

Then — to my great surprise — there was a response to a general call I'd put out on the radio! "This is a U.S. Navy warship!" came the transmission over my radio. What a wonderful sound! I laid out the situation to them, and in an hour the



No wondering who Charles Warner will be rooting for at the next Army-Navy game.

USS Kidd, on drug interdiction patrol, came in sight.

Despite the rough seas, they launched an inflatable and sent over a boarding party of engineers. The Navy mechanical specialists concurred that repair of my transmission was not possible while underway. While this evaluation was being made, the launch returned to the ship and picked up food stores for me. The launch returned a second time, this time with

water and diesel. Then they took my tattered mainsail back to the USS Kidd, where a boatswain repaired my sail! Can you believe a modern U.S. warship having a sailmaker as part of the ship's complement?

During the entire time, two lieutenants stayed with me, providing much-needed camaraderie — 30 days is a long time to be alone — even for a singlehander! More importantly, they stayed with me to evaluate my condition, wanting to be sure I had the strength and judgment to continue. They even provided me with a radar re-

"THE NAVY SAVED MY LIFE!"

flector, as mine wasn't doing the job.

In all, the *USS Kidd* was with me for about seven hours. I cannot praise them enough for their professionalism, compassion and ingenuity. I don't think that I'm exaggerating when I say they probably saved my life. And I doubt that this operation was part of their official mission. I, for one, welcomed a U.S. Navy boarding party!

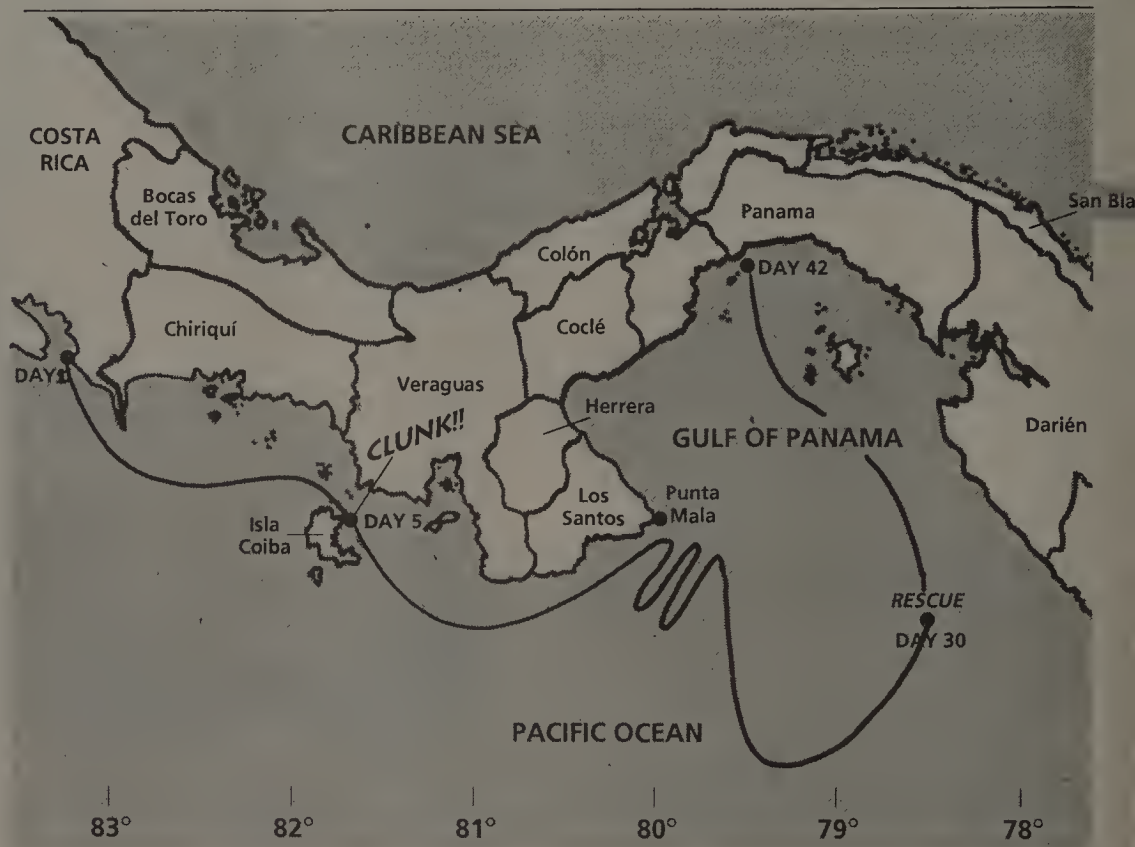
P.S. After the help — including the repair of my main — it *still* took me 12 days to reach Balboa! As soon as I got there, I rushed to a store for a pack of cigarettes.

— **charles warner**

Landfall

Balboa, Panama/Destination Unknown

Charles — We're glad that the U.S. Navy came to your rescue and understand the way you feel about them. But just to set the record straight, it made no difference what the *USS Kidd*'s mission was, as all mariners are required by law to come to the aid of those in distress — Ed.



↓ 1997 tax deduction

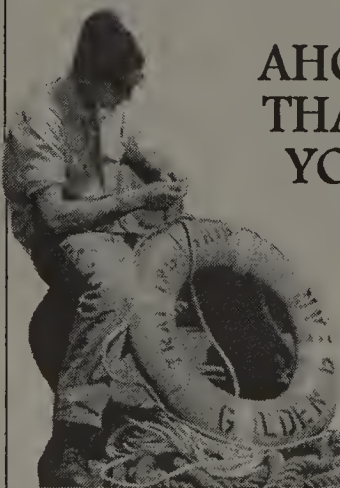
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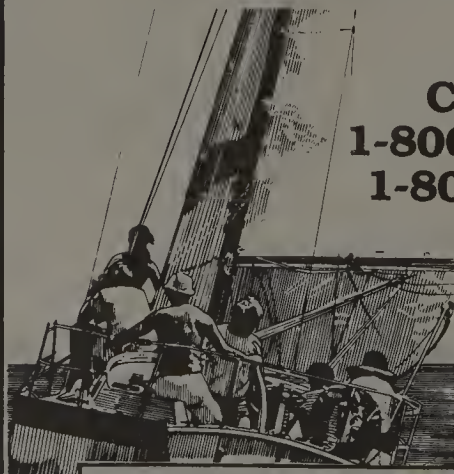
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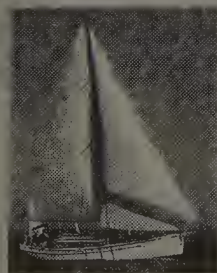
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The Dashew family cruising aboard *Intermezzo* in Bora-Bora in 1977.

Elyse age 7,
Sarah age 4.



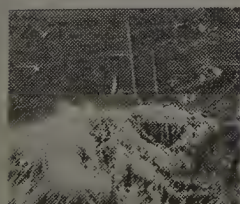
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ANGEL ISLAND

That Angel Island is still such a magical place to visit is a tribute to its resiliency.

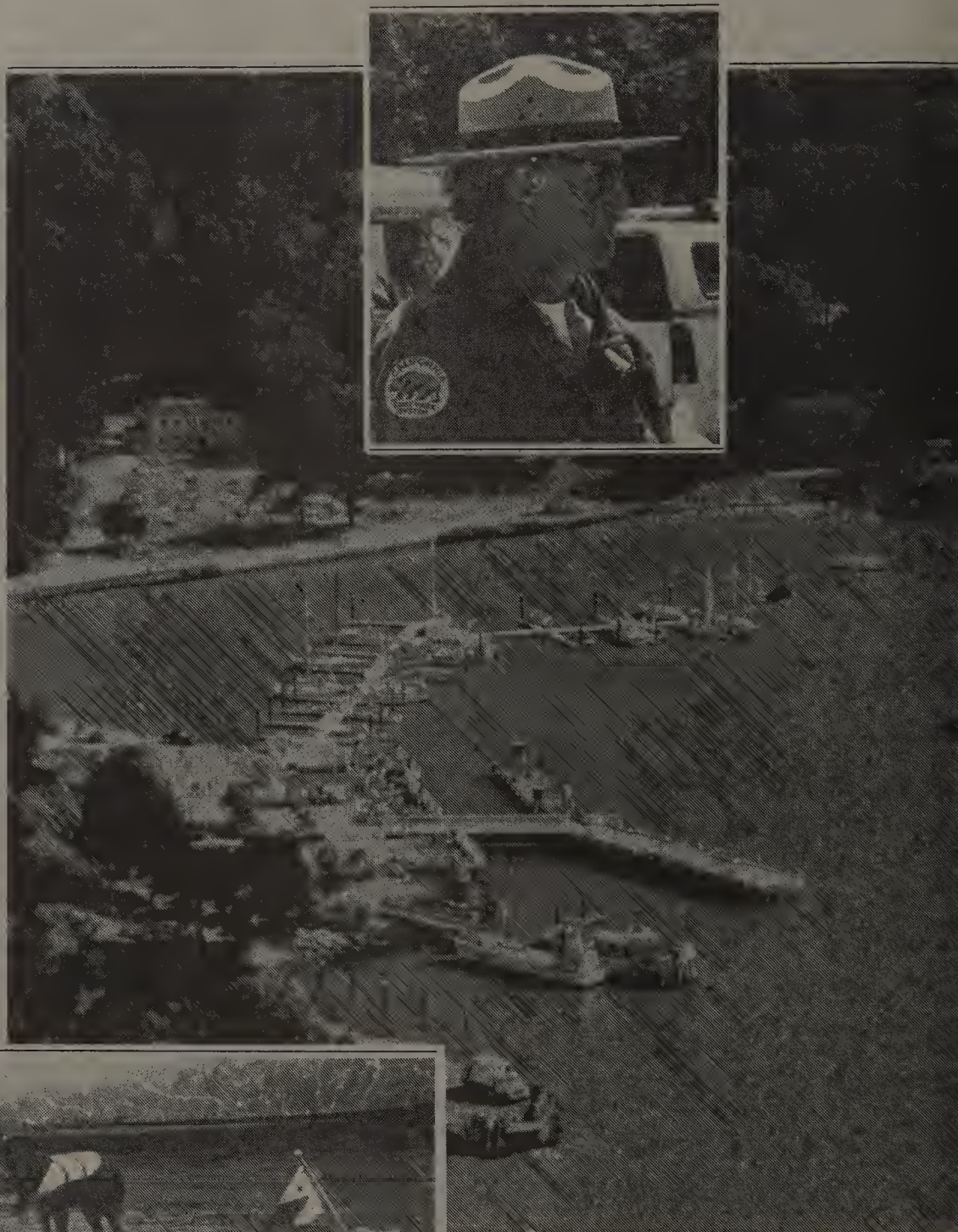
After being 'discovered' by Spanish explorer Lt. Juan Manuel de Ayala in 1775 (after several thousand years of peaceful use by Miwok Indians), the island has survived major military occupations, 30 year's use as an immigration station and holding facility for 175,000 Chinese immigrants, a period as a cattle ranch — and a deforestation so complete that when Richard Henry Dana revisited the island 20 years after his famous book came out, he was reportedly appalled. In *Two Years Before the Mast*, he had called the place Wood Island.

The most recent indignity has been the logging of 14,000 eucalyptus trees in the last year and having the slash from the operation hauled and burned. These non-native trees had been steadily taking over the island for years, choking out native plant competition.

The good news is that the 60 logged acres are already looking less like moonscape and more like the neighboring Belvedere headlands as native plants poke their heads up out of the dust and rubble left by the loggers.

"The project is done, over," says State Park Ranger Dan Winkelman.

Coming into Ayala Cove, where new, sturdy docks were installed last fall, there's no evidence of the logging. If you don't wander to the south and east sides



Spread, Ayala Cove. Inset above, Ranger Dan Winkelman. Inset right, island native.



Cool pet tricks — boating dog Spike Heineken knows how to impress the babes.

of the island, you could miss the impact of the massive tree removal entirely.

Certain stands of eucalyptus trees will remain at several sites on the 740-acre island, such as Camp Reynolds on the west. The fast-growing eucalyptus there were planted as a windbreak by the military during one of their many occupations of Angel Island. So they have "historical significance," says Winkelman.

That's fine by the fauna in the area. The eucalyptus surrounding Camp Reynolds are home right now to a pair of

redtail hawks and several families of nesting owls. They also provide shelter for a dozen or so small coastal deer who could care less about history, but are happy to have their domain left alone. At other places on the island, though, the eucalyptus — native to Australia — will continue to be pulled out if they attempt a comeback from the ashes of burn piles.

Ranger Winkelman came to Angel Island six years ago, in part because he gets to permanently moor his Cal 20 at the island docks and sail whenever he's not on duty. It's not unusual on days off for him to do his errands around the Bay by boat, including meeting with his fellow puppeteers in San Francisco. But last May was particularly special. He sailed home from the City Marina under the light of the moon, with an unparalleled view of the lunar eclipse and the Hale-Bopp Comet, all in one night.

Not bad work if you can get it.

The new Ayala Cove docks are huskier than the old ones, with big solid cleats

— BACKYARD GETAWAY



urday afternoon included:

— One line wrapped around a sailboat's propeller, which required calling a professional diver to get it off.

— One elderly crew member almost pulled the bow off his son's boat when the son did a fast reverse and Dad still had the line wrapped snugly around his wrist.

— A small Grand Banks trawler which almost rammed my 40-ft Swift ketch *Sabbatical* when the skipper's wife fell in the stern and he left the boat in gear — headed straight at me — while he checked on her. Later the captain told me how disappointed he was that his 70-plus-year-old wife had let go of the stern line when she slipped and fell on the aft deck. "I just can't believe she let go," he said. My first mate suggested slapping him silly.

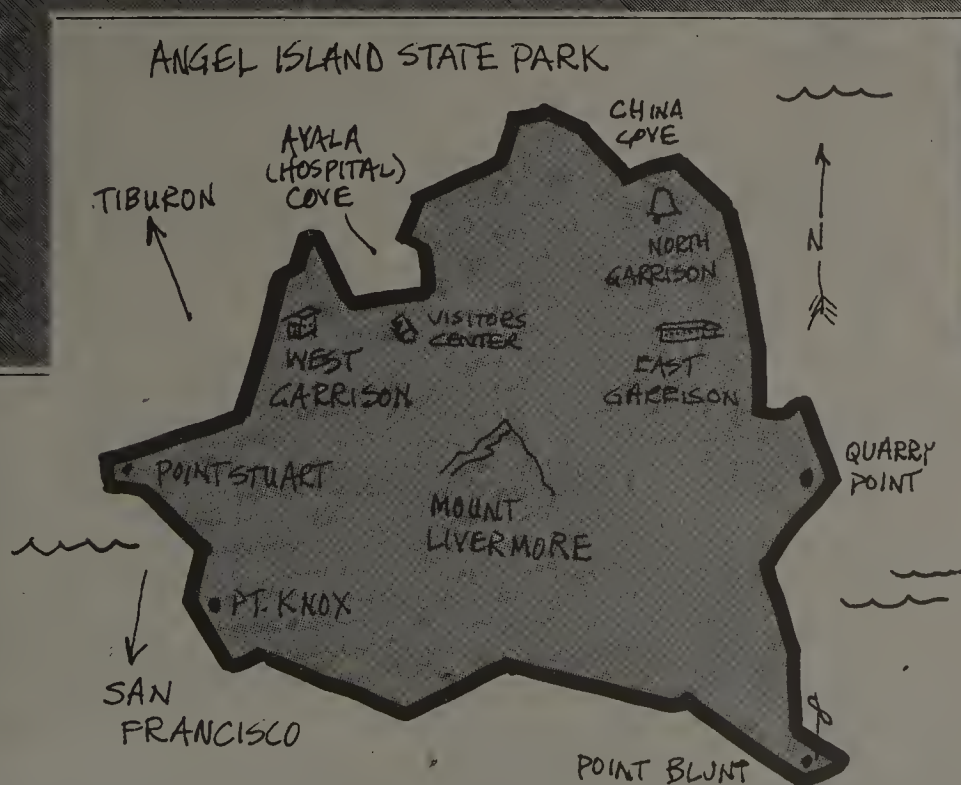
At slack water, docking is as easy as sliding into any sheltered marina slip anywhere in the Bay. But at either max flood or max ebb, the water swirls around, pushing your boat this way and that with a force that can be scary if you're not prepared for it. First-timers frequently learn how hard it is to get creosote from the dock pilings off their hands and clothes.

"This cove is an eddy and it can be tricky if you've never done it," Winkelman says. "Actually, it can be pretty tricky even if you've done it a million times."

The simple rule of thumb is that during an ebb, the current in the cove will be running counterclockwise. So if you point your boat straight at the slips, the current will push you toward the cement breakwater and rocks next to the concessionaire's restaurant, gift shop and bicycle rental facility. During a flood, the current runs clockwise, which keeps you safely away from the ferry landing, but sends you toward some equally scary boulders on the west side of the cove.

By far the easiest alternative is to pick up a pair of mooring buoys dead center in the cove where the eddy action is least pronounced, says Winkelman. The outside edges get hit with the most current and put the greatest strain on lines and cleats. Overnight berthing on the moorings is \$9 and the rangers will come out to collect. Dinghies can tie up near the concessionaire's buildings, but be sure to bring extra shearpins as the nearby rocks seem to have a magnetic attraction to propellers.

If you opt for a set of bow and stern buoys farther in, again, technique is everything. Most old hands will tell you that the best plan of action is to motor up slowly to the buoy you plan as your stern



LATITUDE ARCHIVES, INSETS: MICHAEL FITZGERALD

for serious docklines and big, soft rub rails for those unavoidable bumps when you're trying to land and a current is running. The song remains the same on usage, though — daylight hours only, \$5 per boat, no overnighting.

But even with the stout new docks, Mother Nature's swirling currents provide some of the best entertainment around (once your own boat is safely secured to the dock or one of the mooring buoys, of course). The show on one particular Sat-

ANGEL ISLAND

tie, slip the loose end of a *cleated* line through the mooring tower, then motor the rest of the way forward to the other buoy and secure a bowline. This assumes, of course, that you have several hundred



LATITUDEJR

If the tram's too gauche and walking's too slow, the road around the island offers a fabulous (and easy) bicycle ride.

low enough freeboard (or long enough boathook) that you can reach the buoys in the first place, and not too much crosswind and/or current to send you skittering off into your neighbor if you make the slightest miscalculation.

Fortunately, there are frequently good samaritans who will come over in their dinghies to help. As near as I can tell, these folks are motivated by three factors. The first is karma — they are helping you because they wreaked havoc with someone else's boat while trying to tie up theirs. The second is self-defense, when it's obvious an incoming skipper is not well versed on buoy-handling techniques and your boat is parked next door. The third is purely mercenary. On one recent weekend, Eric Roach of *Pure Joy* and I alternated dinghy-based linehandling duties and earned ourselves a few cold beers getting our neighbors snugged in for the night. For whatever reason you're out helping or getting helped, it makes for some easy get-acquainted conversations later.

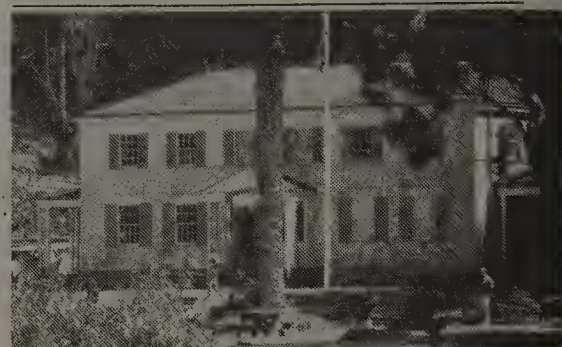
The same weekend we arrived, a raftup of a half-dozen sailboats came in smoothly to celebrate John Callahan's 40th birthday. Callahan came over a day early in his small skiff *Bazooka Joe* to reserve a set of buoys before showing up with the real party boat, his Islander 32 *Zaftig*.

"It's a great spot for a birthday raft-up," said Callahan as he tried to unwrap some party balloons that had gotten snagged on his backstay. "We'll raft all the way across the cove if everybody shows up."

Callahan's party rocked all Saturday afternoon and was joined at dusk by Paul and Janet Heineken and their kids on the C&C 37 *Hawthor*. They brought along their tiny black dog, Spike Heineken, who became the center of everyone's attention when he paraded around the cove riding the bow of *Hawthor's* inflatable like a furry hood ornament. After that, he got treated to rides on several kayaks.

Spike and his canine kin are not allowed on Angel Island, period. But all those inflatables you see headed east toward China Cove with mutts in their bows aren't just joyriding. They're headed for a secluded stretch of shoreline on the northeast corner that the rangers mysteriously call 'Dog Poop Beach.'

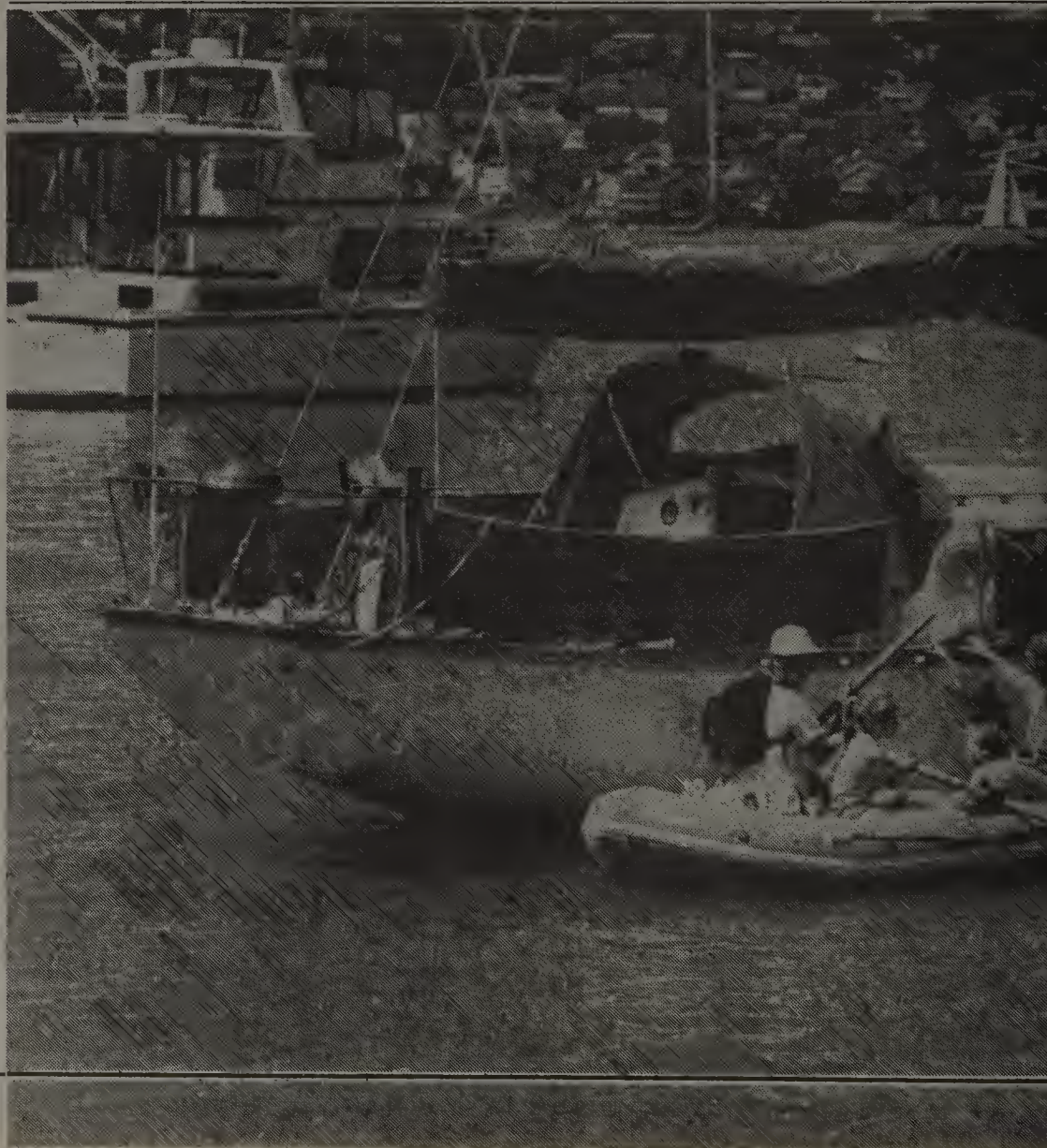
One of the best ways to see the shoreline of Angel Island is to dinghy around it — but only if you pick the right



The visitors' center in Ayala Cove is a good first stop for those new to the island.

time and remember that the Farallones beckon if the tide is ebbing and your outboard takes a vacation. Heading out Raccoon Strait toward the Golden Gate could be near suicidal in the afternoon with a strong ebb and heavy wind setting up the usual steep chop. (Raccoon Strait, incidentally, has nothing to do with the animals, a few of which can be found on Angel Island. It's named for the British sloop *Raccoon* which was repaired in

Angel Island is a destination the whole family can enjoy.



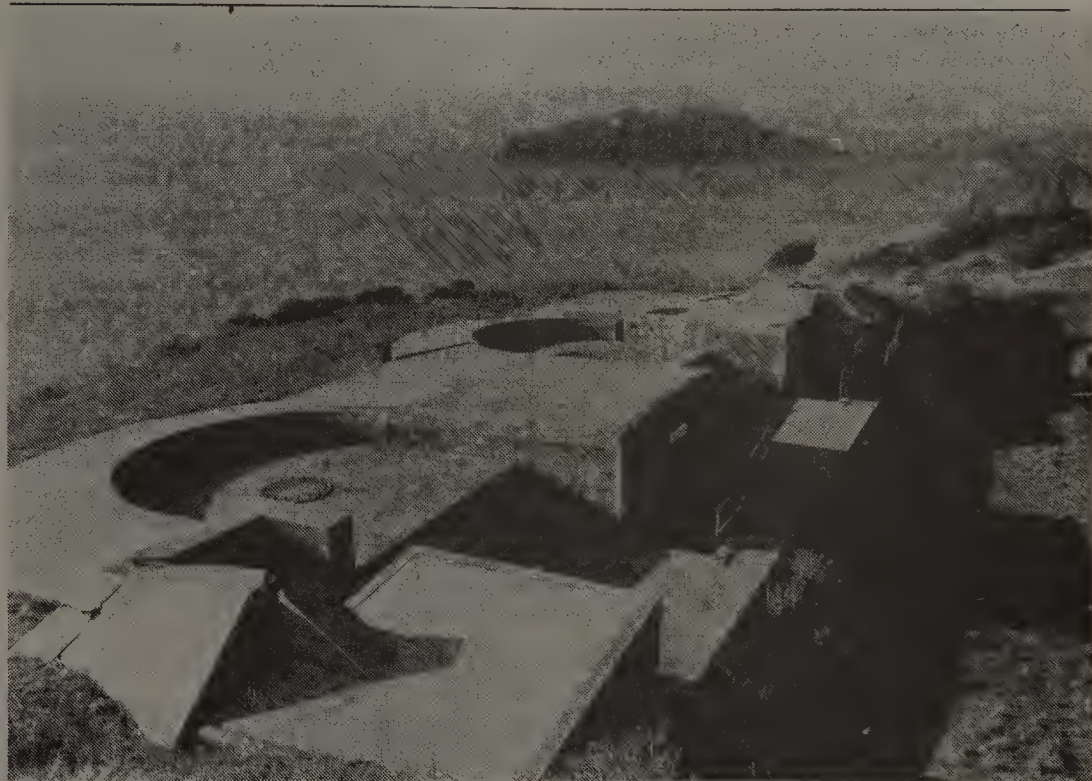
— BACKYARD GETAWAY

Ayala Cove in 1814 after being damaged off the coast.)

Early mornings, you can usually scoot around to Camp Reynolds on the west shore, then pass by Perles Beach where camera-carrying tourists on the new tram route can immortalize your distress in their home videos: "Here's a guy who couldn't get his outboard started. See how he pulls and pulls and pulls? This next shot is of him drifting out to sea on the tide. . ."

Sabbatical's 7-ft hard dinghy *Child Support* (it's a long story; maybe another time) is more suited to calm waters, so we headed over in the direction of Quarry Point and the adjacent beach. This is the site of the island's newest ferry landing.

Although outwardly complete, the landing is not due to open officially until sometime next year. Apparently, it will take that long to pass muster with all the various governmental agencies you need



LATITUDE/JR

It was once thought that gun implacements like this could guard the Bay from any enemies. Then they invented airplanes.

to please to do things these days. A nice rumor is that when the ferry dock does open, the state may put in mooring buoys on the east side of the island to replace those that were removed some years ago. If it happens, boats there will also be charged a small fee for use of the buoys.

The new ferry landing will also divert some of the people traffic from the ferries that now all land in Ayala Cove. By the way, the ferry wakes in the cove are classic sneakers. If you opt to land your dinghy on the beach instead of tying it to the docks, watch out behind you as you get close to the sand.

With all the action in Ayala Cove, we almost always leave someone on *Sabbatical* to keep an eye on things. Well, always since last summer, when we came back from a family hike to find a 30-ft Beneteau stuck bow-first on our stern line. The current was pushing his keel against the line so hard he couldn't reverse out of it. Two dinghies with outboards and a lot of expletives got him loose.

Anyway, we left the boat under the watchful eyes of our buoy neighbors last May 11 for the inaugural run of the Angel Island Tram's new route around the south side of the island where the clearing of eucalyptus made for a great view of the City skyline.

We climbed on the tram, in the company of mostly members of the denture-adhesive set, for a one-hour zoom around the whole island. Actually, zoom might be the wrong word, but the tram is a lot faster than walking and there are a few short stops for sightseeing.

We abandoned the tram ride in front of a museum in the old Guard House in the East Garrison, opting to walk the rest of the way back to the cove. The first mate insisted that we visit the immigration station to view the poems carved in the walls. But you can't get by the Guard House exhibit without Angel Island Association docent Win Youens showing he missed a promising career as a carnival barker.

"You can't just walk by," he cajoles passersby. "This is the best exhibit on the island!"

He's right. Inside is a large relief map/exhibit of the island, showing 781-ft Mt. Livermore, roads, trails and potential harbors. It's a much larger version of the relief map at the Park Office and Visitor Center — once the Army's officers' bachelor quarters — in Ayala Cove.

The absolute best way to learn the history of the island is to visit any of the historic sites or museums and talk with one of the docents like Win. These knowledgeable volunteers will keep you entertained and informed for as long as you're willing to stand there and listen. At the Immigration Station, we finally got our guided tour of the awful barracks in which the Chinese immigrants were for all practical purpose imprisoned between 1910 and



LATITUDE/JR

ANGEL ISLAND

1940. If you pick the right weekend, you might even encounter some of the people who were held there. They or their families sometimes visit and are quite willing to talk.

The walk around the northeast side of the island gives you a good view of several anchorages north of Quarry Point and at China Cove. Anchoring is a quite reasonable alternative if the docks and buoys in Ayala are full. But be aware there is sometimes debris on the bottom and that you're at the mercy of passing boat wakes.

At China Cove last summer, Tom Finney and his Catalina 34 *Irish Whiskey* dropped anchor in 30 feet of water — squarely into a sunken 55-gallon drum. A diver was eventually called to free the anchor after Tom nearly winched his bow underwater trying to free it.

"It turned out to be an expensive lunch stop," he said. "But it was still a great place to anchor. I guess we could have stayed for dinner."

Back at Ayala Cove Saturday night, we arrived just in time to help a ranger tow an Ericson 30 from the docks to the buoys



Fellowship of the ring — the landmark bell in China Cove.

for the night. The boat's engine had conked out, it was dusk and, as the rules say, No Overnight Docking. (Everyone but the rangers, their families and a handful of docents have to abandon the island at sundown and either head back to the mainland or out to their moored boats.)

As if on cue, just at dusk, the wind that had howled most of the afternoon and evening dropped to nothing. The last ferry had long since gone and the appetizer crowd were back on their boats lighting barbecues. From the cockpit of *Sabbatical*, we watched as a half dozen deer came down to the manicured grounds in front of park headquarters to check out the day's picnic leavings. The island was theirs again for the night.

After the crowds are gone, Ayala Cove is quiet in a way I don't think you can find anywhere else in the Bay. In fact, the peace of early morning and nighttime might be the best two reasons to visit the island, even better than the historical exhibits, the hikes, or the view from Mt. Livermore's peak.

Then again, part of the magic of Angel Island is that every time *Sabbatical* visits, we seem to find new 'best reasons'.

— michael fitzgerald



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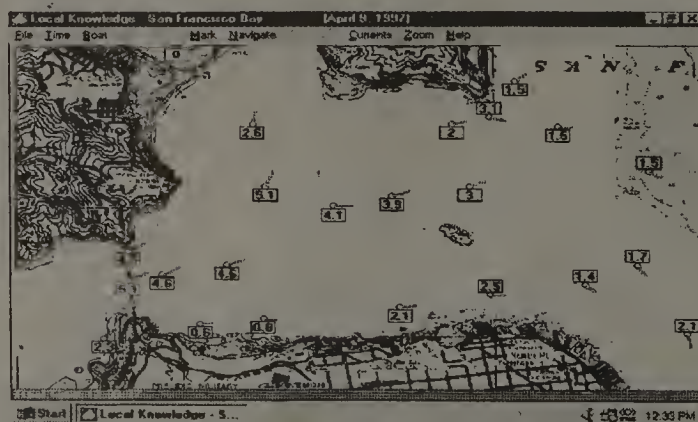
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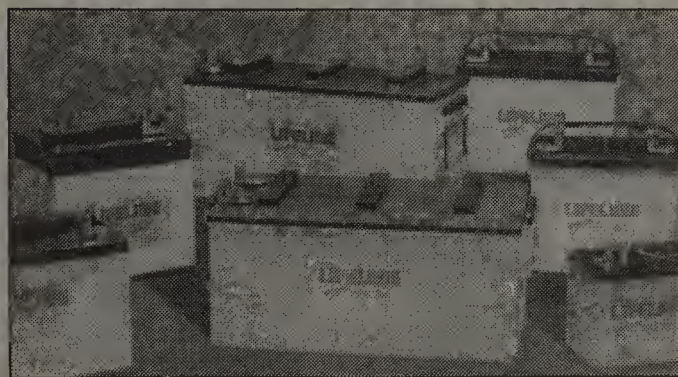
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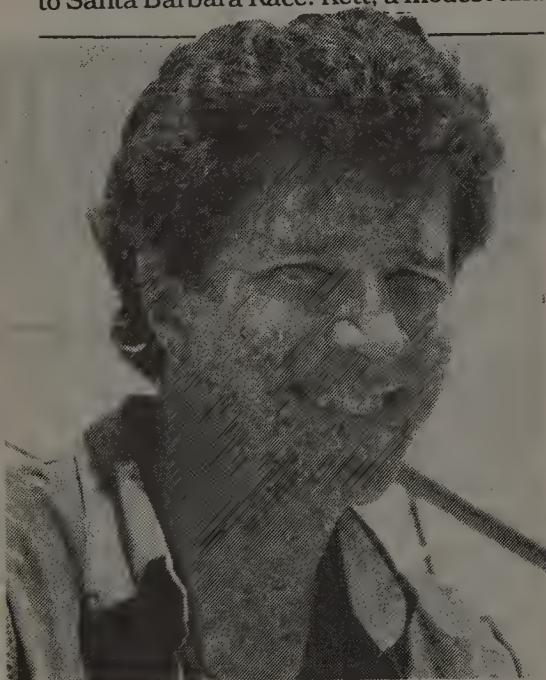
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COASTAL CUP '97 —

"We had the right boat, the right people, and were in the right place at the right time," figured Shep Kett, owner of the SC 50 *Octavia* and overall winner of Encinal YC's sixth annual San Francisco to Santa Barbara Race. Kett, a modest and

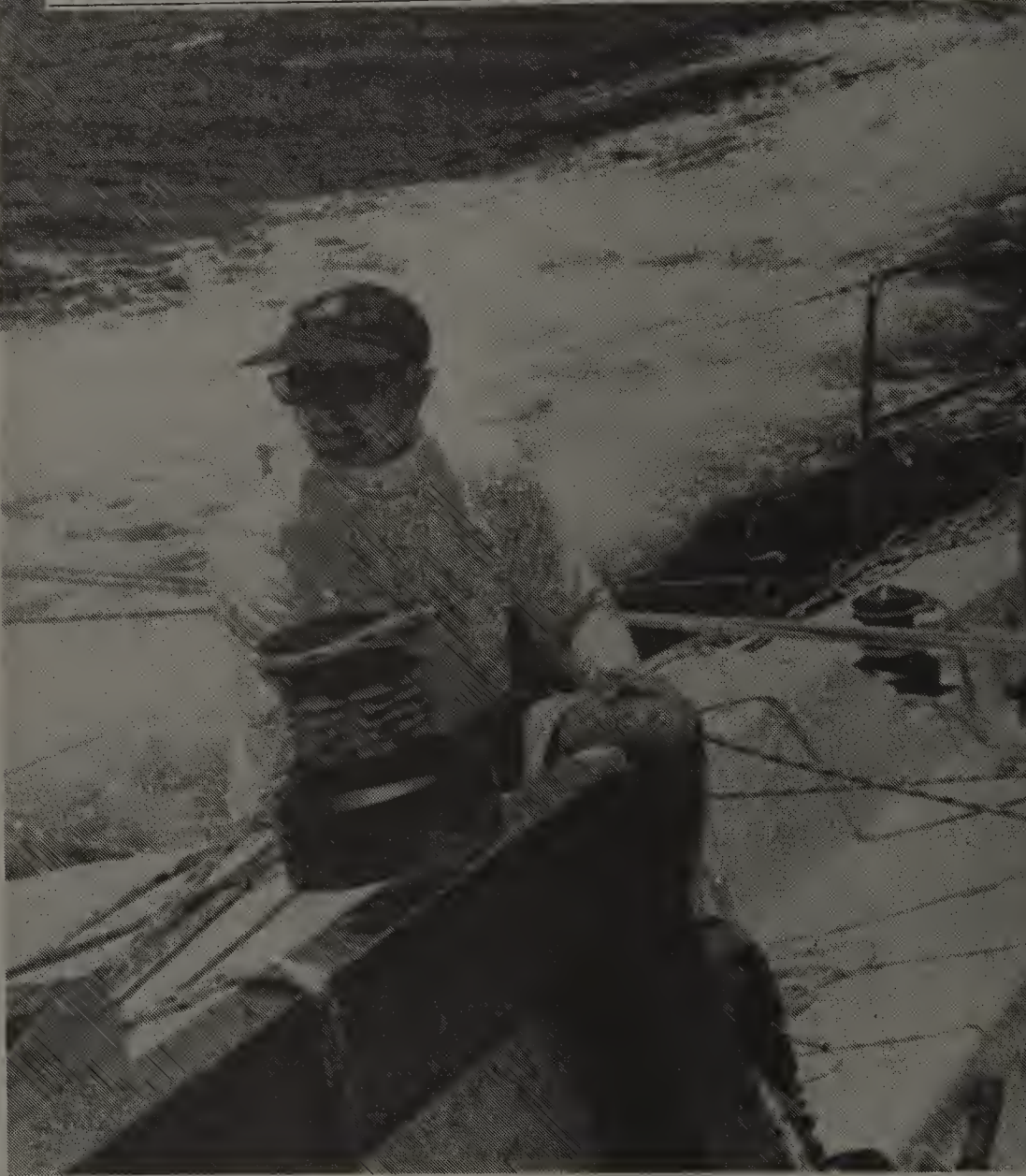
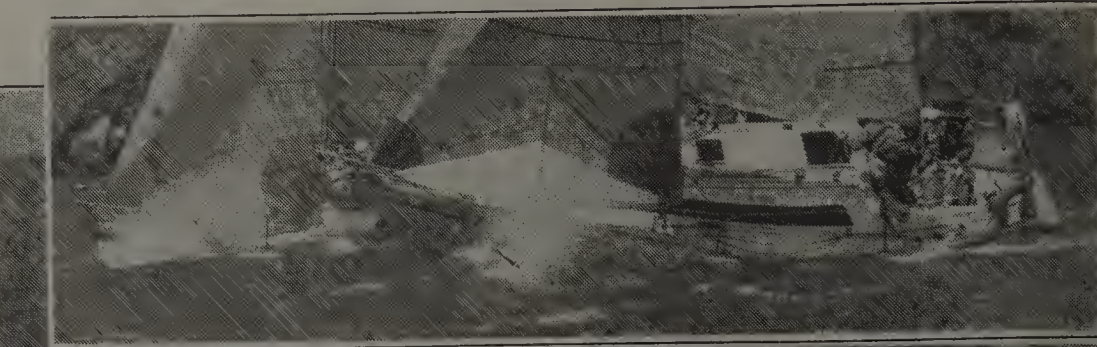


Shepard Kett and his 'Octavia' flock shaved a remarkable seven hours off the old record.

softspoken property manager from Santa Cruz, demolished the existing course record in the process, setting a magnificent new standard over the 277-mile downwind race of just 28 hours, 29 minutes and 18 seconds. That knocked over seven hours off the previous record, set in 1994 by the SC 52 *Two Dog Gone*. It was, well, a righteous performance.

"Basically, we kicked ass!" claimed *Octavia* crewmember Dave Hodges. The normally low-key Santa Cruz sailmaker was about as exuberant as we've ever seen him after a race. "We planned on winning this race, and that's exactly what we did!"

In retrospect, this year's Coastal Cup was a harbinger of things to come in the following week's TransPac — three boats broke rigs despite the mostly benign



Channel surfing: Josh Alexander guides 'Bushwacker' down the windy homestretch. Insets, bashing out the Gate.

tions. And neither event was as well-attended as they once were (what race, besides the Pacific Cup, really is?). But those sailors lucky enough to sail in either will

"I'd say this was the best Coastal Cup yet. Conditions were perfect for a record run."

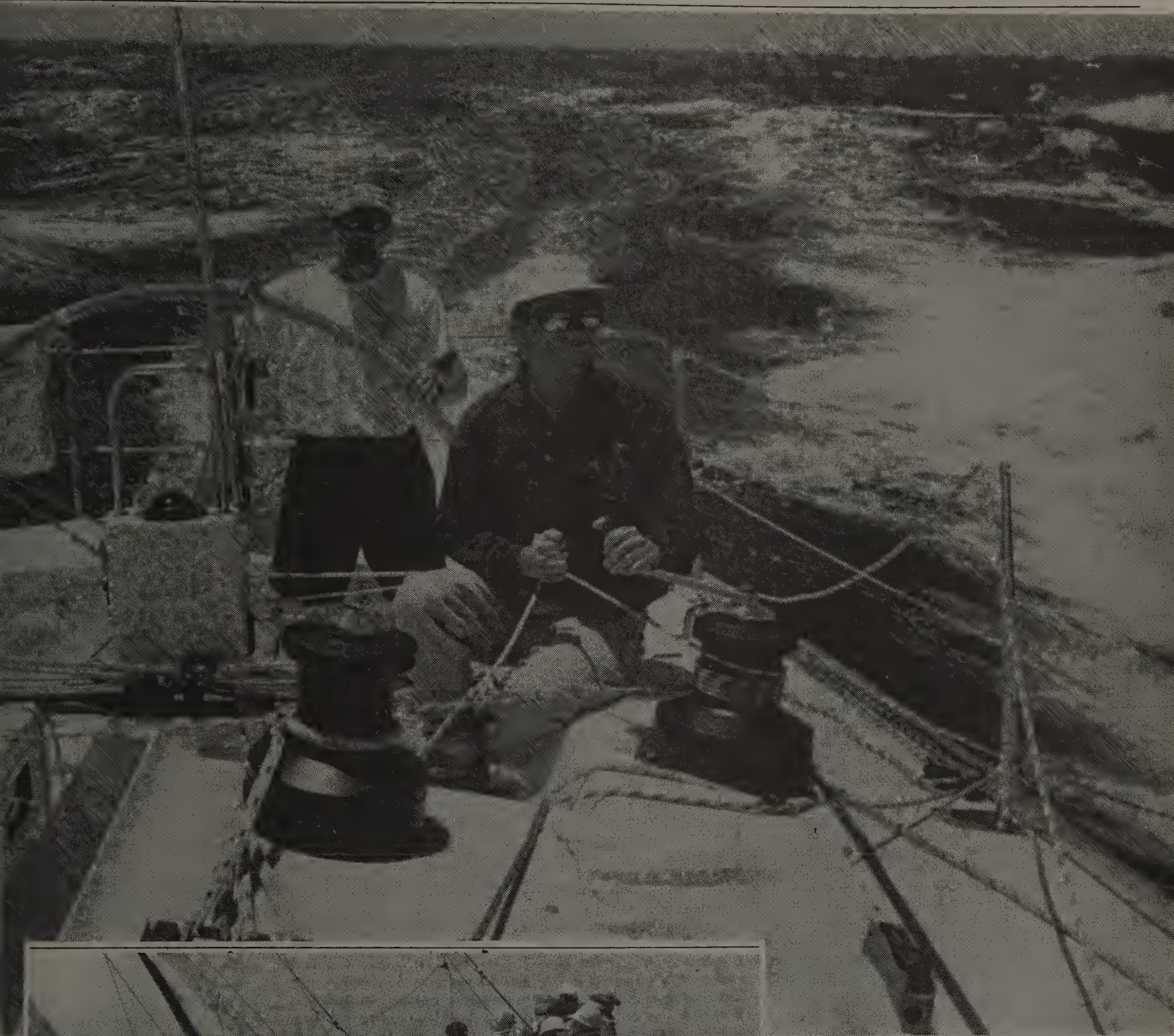
weather, and the course record was absolutely shattered. In both cases, a SC 50 won overall — proving yet again that this enduring Bill Lee design is still untouchable in 20-25 knot surfing condi-

likely be talking about The Big One in '97' for years to come.

"I'd say this was the best Coastal Cup yet," said race chairman Ed Milano. "Conditions were perfect for a record run."

Forty-seven boats — down from the all-time high of 89 in 1993, but slightly better than last year's 44 boats — headed out the Gate on the windy morning of June 28. One more boat, Manouch Moshayedi's new-to-him MacGregor 65 *Black Jack*, intended to start but managed to knock a man overboard during a jibe. Unable to get their motor started, they repeatedly attempted to retrieve their buddy under sail, only to strand him in the water for about 20 minutes. Upon fi-

FULL TILT BOOGIE



nally retrieving the soggy crewmember, who had dislocated his shoulder as the boom launched him overboard, they headed for the dock to seek medical attention (see *Sightings* for the full story).

It was a strange and unsettling way for the fleet to begin an ocean race, and no doubt hasty safety meetings were called aboard many boats — including Harry Smith's *Bushwacker*, the J/160 which we sailed on. (Opinions were divided on whether to put the boat into a controlled crash in an emergency man-overboard drill, or go for the slower, but hopefully more organized, takedown

COASTAL CUP '97 —

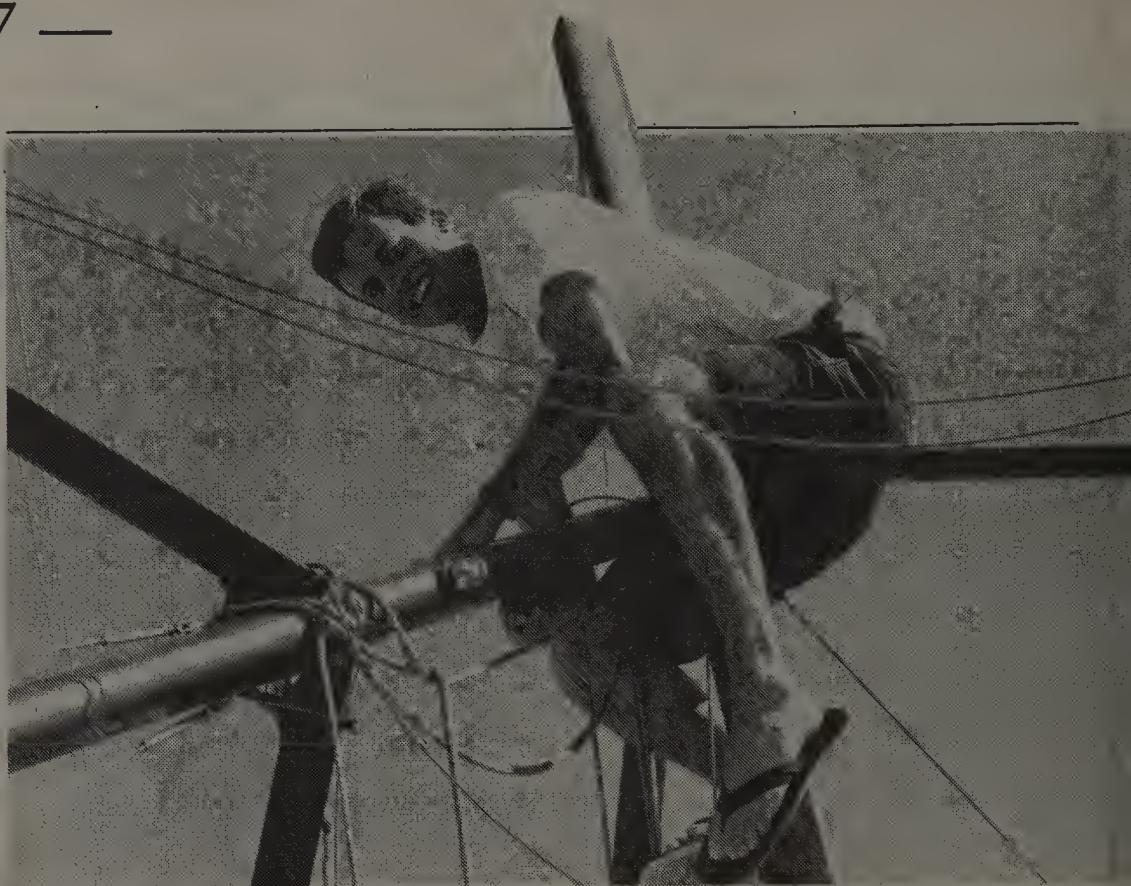
method.) But before anyone could dwell on the race's strange prelude, it was time to battle our way out the Gate and start the mad dash to Santa Barbara.

Bushwacker nailed the start, courtesy of helmsman Chris Corlett, and led the big boats upwind with horsepower to spare. Setting our smallest asymmetrical kite first, the 53-foot boat led the race until nightfall. But as the poles came aft and the wind increased to 25 knots, a trio of SC 50s — *Octavia*, *Dolphin Dance* and *Oaxaca* — lit their afterburners and came flying up on either side of our 37,000-lb J/Boat. "They weigh half of what we do, and these are their best conditions," Corlett, a TransPac veteran on the SC 50 Al-



lure, told us. "Everybody relax, we'll reel them in when the wind dies in the Channel."

It wasn't to be. After dinner, we jibed to port just abeam of Point Sur, anticipating more wind. We were blasted with more than we could handle — about 35 knots. After a particularly violent crash, we elected to save the gear for the boat's



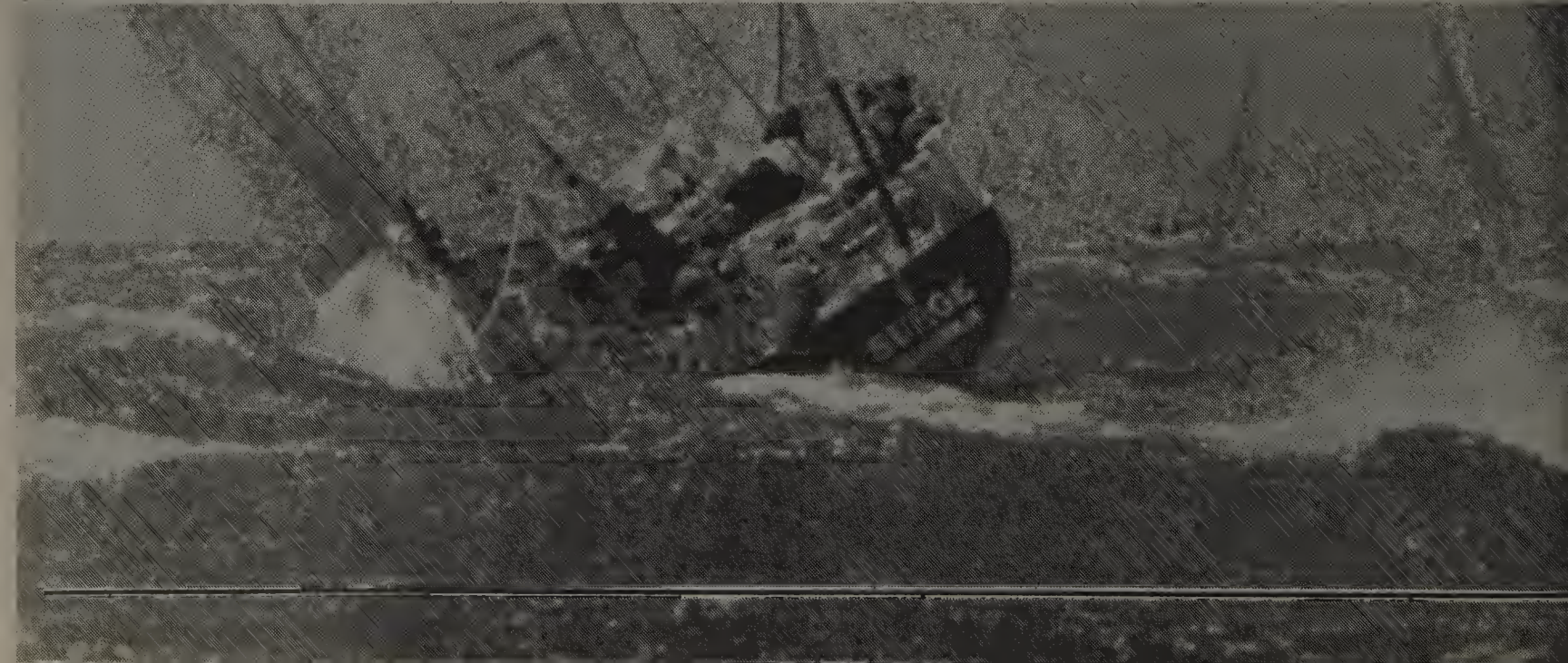
The agony and the ecstasy: Scott Sellers takes apart 'Azzura's broken rig. Left, winning double-handers John Donovan (left) and Doug Frolich.

imminent cruising afterlife and sailed under just the mainsail for an hour. We still hit speeds in the high teens. Harry cooked us popcorn in the microwave while we weighed our options, which on a sprit-pole boat don't include winging a jib out. We watched *Dolphin Dance* on radar a mile behind us, also idling along under just white sails. Later, we heard that *Dolphin Dance's* instruments were showing winds of 45 knots during this time and, at one point, boatspeeds up to 29 knots. Maybe their fun-meter was a bit on the happy side, but either way, it was officially windy inshore.

While we were surviving, *Octavia* was

thriving. By not jibing with the fleet, Kett's commandos (Hodges, Matt Coale, Pepe Parsons, Mike Evans, Gerry Swinton, Zan Drejes and Brent Ruhne) had the hammer down on the outside, at one point straying about 40 miles offshore in what appeared to us (and apparently the rest of the fleet) to be a rhumbline drag race. They never saw winds much out of the 22-28 knot range, and they only jibed once, at 3:30 a.m. Other than a scary moment when the pole fell out of the mast after that jibe due to a faulty end fitting (they quickly replaced it with their other pole), the crew of *Octavia* blissfully boogied on through the dark night.

They laid the Santa Barbara Channel without jibing again, arriving at Conception in the late morning to find an uncharacteristic amount of wind — not to



FULL TILT BOOGIE

mention perfectly formed waves — propelling them quickly to the finish. With a few more jibes tossed in at the end, the 17-year-old *Octavia* (hull #8, meaning "eighth born in either Greek or Latin" according to Shep) flew a kite across the finish line just as cocktail hour was getting underway at co-host Santa Barbara YC. Subsequent finishers were not as lucky, as the wind died and switched around to the east.

"The only damper on our happiness was that Zan (Drejes) fell through the forward hatch during a jibe right near the end," said Kett. It turned out that Drejes broke a bunch of ribs, and was subsequently sidelined for *Pyewacket*'s record TransPac run. What a bummer!

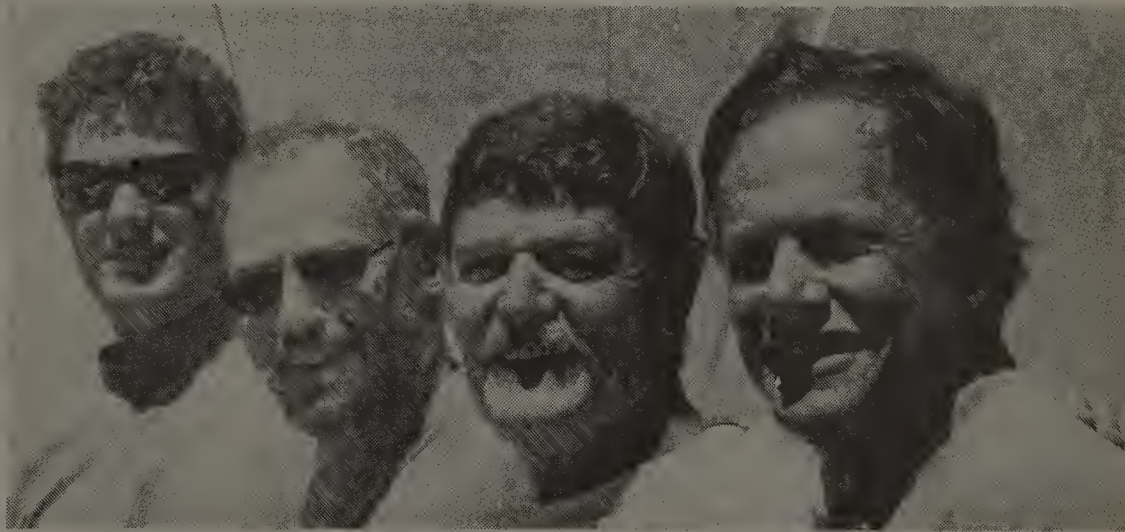
Dave Sallow's SC 50 *Dolphin Dance* finished second, an hour and forty minutes back. Sallows, who won the race overall in '93 and '95, assembled one of the best crews *Dolphin Dance* has ever seen: Bill Colombo, Jeff Thorpe, Steve Baumhoff, Ian Klitza, Keith 'Panda' Love, Mike Buchanan and Eric Seward. Dick and Patti Cranor's SC 50 *Oaxaca*, with sailmaker Robin Sodaro aboard as resident pro, corrected out third to complete the SC 50 sweep. *Bushwacker* ended up fourth, less than two minutes back on corrected time. "At least we had the most comfortable trip," claimed owner Harry Smith.

Finishing comfortably first in Division 'B' after 32 hours, 40 minutes of racing, and taking second overall in fleet, was the Mumm 30 *Peregrine*. Sailed hard by

her four-man crew (owner David Thomson, new dad Billy Erkelens, Colin Moore and Kim Desenberg), the 4,300-lb Mumm came within a half hour of beat-

out great — we were fighting for helm time."

"This boat *rules*!" enthused Erkelens, who was taking a break from the maxi wars on *Sayonara*. "It's just too bad they cost so much." When last seen, Thomson and Erkelens were discussing a 'couples



Mumm chums: 'Peregrine's Bill Erkelens, Colin Moore, David Thomson and Kim Desenberg.

ing *Octavia* on corrected time. She was also one of six other boats to eclipse *Two Dog Gone*'s old record. Several off-watches were spent 'sleeping' on the transom to hold the rudder in the water, but this was a picnic compared to the Wabbit sailing this gang normally does. "Geoff Stagg said we were nuts to do this race, that it was probably the longest race a Mumm 30 has been on," noted Thomson. "But it turned

cruise' on *Peregrine* in the next Pacific Cup, as well as getting a trailer for Key West and SORC. Billy was also contemplating calling ESPN with his idea for the latest made-for-TV 'extreme sport': "You get to steer a Mumm 30 downwind with the masthead kite in pitch-blackness with almost no crew in 30+ knots for two minutes. Next you have to jibe twice, and then you wipe out as violently as possible, with style points awarded accordingly." Sounds like they had an interesting trip.

The second place boat in 'B' should have been *Azzura*, sailed by Sean Svendsen, Bruce Schwab, Scott Sellers and Joakim Jonsson, who built the boat with his father Arne. But 15 miles out, while

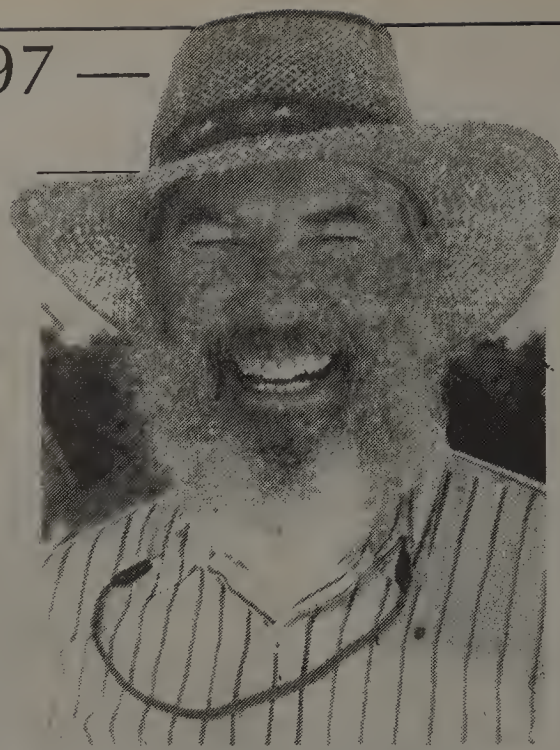
'Surge', 'Kiwi Sanctuary' and 'Enchante' in the Mile Rock washing machine.



COASTAL CUP '97 —

ripping along under their big masthead asymmetrical kite in 30 knots of wind, their backstay crane broke and the rig folded in half over the bow of the boat. They sailed on for another seven miles under a jury rig, but when the wind died seven miles out, it was time to turn on the motor. "It was so frustrating!" said Schwab. "In retrospect, our biggest mistake was not bringing a fractional kite. We blew out the small masthead kite the first night, when we were ahead of the Mumm 30, and were either overpowered or underpowered the whole rest of the trip."

A carbon rig is already on order for *Azzura*, which Schwab thinks will greatly improve the boat's performance. "The original mast was never quite right," admitted Bruce. "We'd added jumpers and a backstay, but it still wasn't able to take the loads this boat generates. The Antrim 27 is finding out the same thing — these sportboats are a lot more powerful than everyone originally thought, and the rigs



Berkeley YC staff commodore Jack Bieda was all smiles after winning Div. D with *'Trial Run'*.

really an option," noted Baskett wearily.

"We saw the usual bunch of whales," said Baffico, the primary helmsman, "and

wouldn't be standing here right now if we'd hit it at those speeds." These guys genuinely love to sail: after a dawn finish followed by a few hours of sleep, the *Baffetteers* grabbed some beers and went out daysailing in the Channel later that afternoon!

In the doublehanded class, Doug Frolich and John Donovan sailed their Moore 24 *Low Profile* to a solid victory over last year's winner, Mark Halman's Express 27 *Salty Hotel*. The two boats finished in the opposite order last year. Doug and John reported hitting 16 knots routinely, with spray and phosphorescence shooting up from all sides. "Now I know what the 'Green Room' is all about," marvelled Doug. "We were totally whited-out a bunch of times, a completely insane ride!" They crashed hard enough to turn their windex into a pretzel, hardly slept a wink, and barely touched their food supply of 12 beers (kept cold by frozen water bottles) and 8 sandwiches. They sprinted especially hard at the end after using their cell phone to find out when *Octavia* had finished ("Always call the bartender, not the race committee!"), realizing they had a great chance to win overall. Their hopes evaporated with the wind just 12 miles short of the finish.

"On the whole, it was an absolute blast," noted Donovan. "Even more intense than last year!" Remember their

"Judy threw the helm over, but the fishing boat's outriggers hooked on our backstay and pulled the rig down."

were underbuilt." Ironically, the *Azzura* gang carried a spare bowsprit along on the trip, anticipating a problem up front if they stabbed too many waves. "That was never a problem," said Schwab. "We just blasted right over the waves!"

Benefitting from *Azzura*'s misfortune was Graham Dawson's Hobie 33 *Kiwi Sanctuary*, one of only two Southern California boats to venture north specifically for the race. Dawson, who finished fifth overall last year, is hooked on the race — but a perpetual conflict with the excellent regatta formerly known as Trimble North Race Week continues to limit interest among other southern sailors. The only other SoCal boat, Paul Edwards' Ventura-based Catalina 42 *Wind Dancer*, fared even better than *Kiwi Sanctuary*, winning the 10-boat Class 'C' by over an hour.

Among the smaller boats, *Baffett* clobbered the intimate Express 27 group for the second year in a row. Boatowners Tom Baffico and Forest Baskett, along with crew Dan Mills and Nick Burke, reported a "beautiful sail, especially coming down the Santa Barbara Channel!" The fearless foursome kept their kite up the whole way, hitting warp speeds that caused the whole boat to vibrate and hum, and basically sound like it was going to disintegrate at any moment. "Sleep wasn't

in the dark off Cape St. Martin, we planed within a boatlength of a telephone pole, or maybe it was a piling. . . We probably

1997 Santa

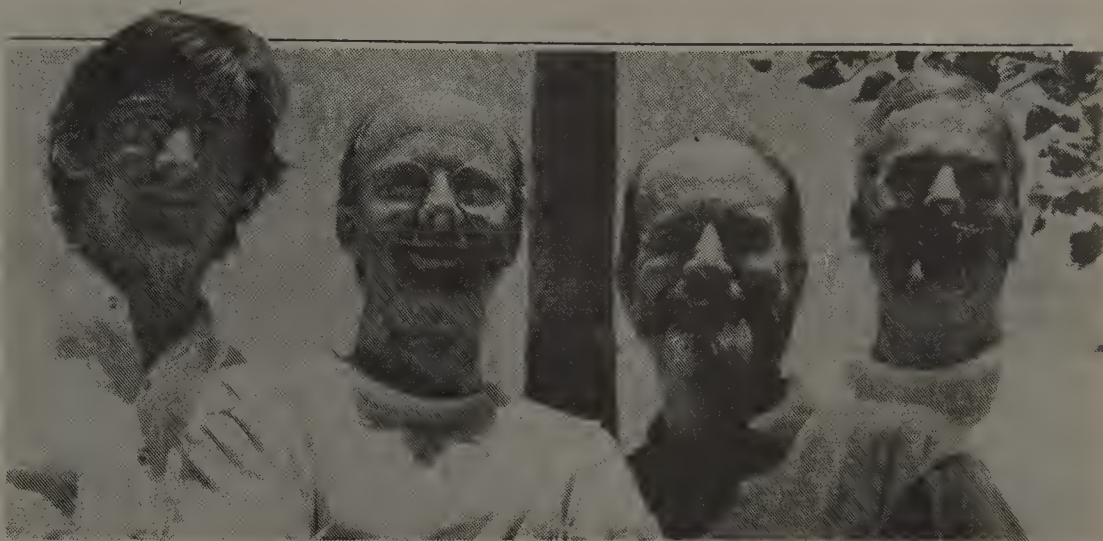
Cls	Flt	Yacht	Type	Skipper	Yacht Club	Corr. Time
DIVISION A (up to 74)						
1	1	<i>Octavia</i>	SC 50	Shep Kett	Santa Cruz	25:15:24
2	3	<i>Dolphin Dance</i>	SC 50	Dave Sallows	Encinal	26:52:53
3	4	<i>Oaxaca</i>	SC 50	Patti & Dick Cranor	Alameda	27:28:39
4	5	<i>Bushwacker</i>	J/160	Harry Smith	California	27:30:08
5	10	<i>Scorpio</i>	Wylie 42	John Siegel	Santa Cruz	29:38:43
6	13	<i>Sceptre</i>	J/130	Bob Musor	St. Francis	30:35:30
7	17	<i>Zamazaan</i>	Farr 52	Chuck Weghorn	St. Francis	31:51:05
—	—	<i>Pegasus</i>	Hunter 54	Hall Palmer	South Beach	DNF
—	—	<i>Black Jack</i>	MacGregor 65	Manouch Moshayed	Bahia Corinthian	DNS
DIVISION B (60-96)						
1	2	<i>Peregrine</i>	Mumm 30	David Thomson	St. Francis	25:45:12
2	6	<i>Kiwi Sanctuary</i>	Hobie 33	Graham Dawson	Anacapa	27:38:31
3	12	<i>Stop Making Sense</i>	Sovereign 33	Dean Briggs	SSS	29:57:12
4	14	<i>Tsiris</i>	Olson 29	Dan & Lisa Nitake	Santa Cruz	30:44:11
5	16	<i>WYSIWYG</i>	Olson 30	Don Martin	SSS	31:18:07
6	20	<i>Speedy Gonzales</i>	Olson 30	David Carrel	Golden Gate	32:47:48
—	—	<i>Azzura</i>	Azzura 310	S. Svendsen/B. Schwab	St. Francis	DNF
DIVISION C (75-120)						
1	9	<i>Wind Dancer</i>	Catalina 42	Paul Edwards	Ventura	29:17:10
2	11	<i>Je T'aime</i>	J/42	Pat Nolan	Encinal	29:48:25
3	19	<i>Tranquillity</i>	CF 37	Max & Shirley Lynn	Santa Barbara	32:20:35
4	24	<i>Two Scoops</i>	Express 34	C. Longaker/T. Goodwin	Richmond	33:35:17
5	25	<i>Enchante</i>	Ben. First 42	D. Jacoby/R. Barton	Marina Bay	33:54:12
6	26	<i>Bodacious</i>	Farr 40	B. Tosse/J. Clauser	Berkeley	33:58:50
7	27	<i>Savoir Faire</i>	Beneteau 42	Dale Williams	St. Francis	34:01:26
8	28	<i>Skol</i>	Isl. Peterson 40	Mark & Linda Nelson	Stockton Sailing	34:13:41
9	31	<i>Paladin</i>	SC 33	Dean Daniels	South Beach	35:09:29
10	33	<i>Surge</i>	Jonmeri 40	Brownell Chalmers	Encinal	36:23:59

names — these guys are tough enough and good enough to win the Pacific Cup overall next summer.

Trial Run, Jack Bieda's Passport 40, took Division 'D' by 20 minutes — the closest finish among the eight classes. The fully coed crew (three men, three women) carried the kite the whole time, jibing often on the shifts. "We were the inside boat in our class," noted crewmember Sally Richards. "This was definitely a year to cut corners!"

Meanwhile, Arnie Gallegos was thrilled to win Division 'E' with his '78 Islander 28 *Balzaphire*. "Not bad for an old tub, not to mention we must have had the oldest crew!" he grinned. "In the '96 race, we got lost and had a lousy finish. This year we paid lots of attention — we took a couple GPSs, and even added radar for the race." Gallegos mentioned a few wicked spills, one of which knocked the radar tower over ("It was held on by its base, and bounced along the water like a dolphin!") and one which wrapped a spinaker sheet around the top of the mast.

As always, the best sea stories came from the back of the pack. The yacht club bar was filled with tales of round-ups,



Basket cases: 'Baffett's crew of Nick Burke, Dan Mills, Forest Baskett and Tom Baffico finished the grueling race... and then went daysailing!

power round-downs, broken spinny poles (in the least bang-for-the-buck category, *Speedy Gonzales* busted a two-day old carbon pole), blown-up kites, near whale misses, and even a broken boom (*Enchante* snapped theirs against the preventer in a round-down during a 35-knot puff). *Moonlight*, an Express 27, had a particularly sad story: "We had just put a new main halyard on the boat, but obviously the micro-pressing wasn't done right," related Jim Gibbs. "It failed right at the start, so we sailed over to Corinthian YC and fixed the problem. We lost four hours, but decided to sail anyway."

Unfortunately, *Moonlight* fell out of the windy weather pattern the rest of the fleet enjoyed, and ultimately motored into Santa Barbara. "I still love this race," said Gibbs, "We'll be back next year!"

Another garden-variety DNF was chalked up by Bob and May Jane Hungerford on their Union 36 *Jasmine*. "We were sailing doublehanded, and ran out of wind ten miles from the finish," said Bob. "After drifting around for about eight hours, we finally said 'screw it, we've got better things to do!' We're really just cruisers anyway." The couple subsequently enjoyed exploring the Channel Islands for a week and a half before heading back north.

Two other rigs besides *Azzura's* tumbled, each in a different way. *Pegasus*, Hall Palmer's Hunter 54, shed her beefy decked-stepped Kenyon spar in a banana split — a round-up, followed by an over-correction, leading into the dreaded leeward broach. The pressure from the pole against the boom pushed the mast out of column, and it broke near the gooseneck. "It was at 3:20 a.m., the wind was blowing 32 knots at the time, seas were lumpy, and we were just south of Pt. Sur," recalled Hall, who was off-watch when the accident occurred. Not knowing what kind of trouble they'd get into as they worked to cut the rig away (the main, 1.5 ounce spinnaker, a staysail and a 125% jib — the latter two on roller-furlers — went, too), the crew lit off two red handheld flares.

The crew of the J/130 *Sceptre*, which had been steering on *Pegasus's* masthead light, figured out the problem and arrived on the scene ten minutes later. "It was very comforting knowing they were there in case we needed to be fished out of the drink or something," said Hall. "We're really grateful to Bob Musor and crew, and would like to thank them publicly." (*Sceptre* was awarded an hour of redress, which unfortunately wasn't really enough to compensate them for lost wind on the

Barbara Race

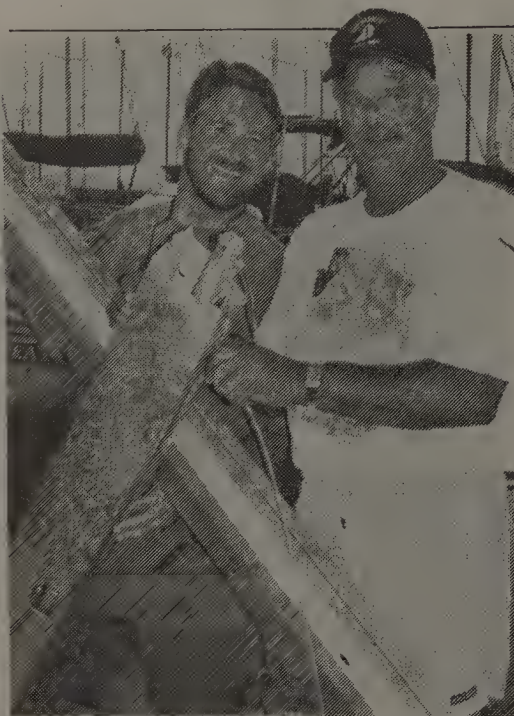
Cls	Flt	Yacht	Type	Skipper	Yacht Club	Corr. Time
DIVISION C-1 (Express 27)						
1	8	Baffett	Express 27	F. Baskett/T. Baffico	St. Francis	29:14:06
2	36	Jaded Lover	Express 27	Richard Bryant	SSS	36:40:26
3	37	Extosea	Express 27	William Wheatley	Peninsula	36:51:39
—	—	Moonlight	Express 27	Jim Gibbs	Corinthian	DNF
DIVISION D (121-176)						
1	29	Trial Run	Passport 40	John Bleda	Berkeley	34:40:53
2	30	Mintaka	C&C 36	Gerry Brown	Palo Alto	35:00:57
3	32	Juggernaut	Islander 36	Bill Parks	Encinal	35:38:35
4	35	Grey Eagle	Valliant 40	Bill & B.J. Stephens	Encinal	36:25:36
5	38	Route Du Vent	Pedrick 43	Seth Bailey	Encinal	37:15:40
DIVISION E (177-225)						
1	15	Balzaphire	Islander 28	Arnold Gallegos	Bay View	31:09:34
2	21	Perpetual Motion	Cal 31	Noble Brown	Benicia	33:03:09
3	22	Eyrie	Hawkfarm	Tom Condy	Santa Cruz	33:05:11
4	23	Freewind	Cal 9.2	Don & Betty Lessley	Richmond	33:25:13
5	39	Bianca	Isl. 30 Mk. II	Paul Berger	Alameda	37:19:26
DOUBLEHANDED						
1	7	Low Profile	Moore 24	Doug Frollich	St. Francis	28:19:16
2	18	Salty Hotel	Express 27	Mark Halman	Richmond	31:58:19
—	—	Orange Blossom	Beneteau 35.7	Ed & Judy English	Richmond	DNF
—	—	Jasmine	Union 36	Bob Hungerford	San Leandro	DNF
NON-SPINNAKER						
1	34	Manana Maybe	Catalina 36	Tom Stilley	Unknown	36:24:39
2	40	Good Nite Irene	Catalina 36	Gary Clark	Berkeley	38:05:32
3	41	Hye Time	Hunter 45	Jack Isaacs	Encinal	42:06:43
4	42	Pincoya	Kaiser 44	Shelly Taylor	Berkeley	54:12:42

COASTAL CUP '97

lower end of the course.) *Pegasus* eventually motored into Morro Bay.

But Ed and Judy English, double-handing their Beneteau 35.7 *Orange Blossom Special*, had the oddest tale to report: They were dismasted at dusk off Half Moon Bay by a fishing boat! "We were on a converging reciprocal course with them, when all of a sudden they veered into us," recalled Ed. "Judy threw the helm over, but the fishing boat's outrigger hooked on our backstay and pulled the rig down, sort of in slow motion." The lone occupant of the fishing boat had been below when the autohelm apparently went on the fritz, causing the freak encounter.

While the repentant fisherman stood by, Ed and Judy jettisoned the rig before it could damage the hull, and then motored back to San Francisco rather than accept a tow into Half Moon Bay. Unlike *Pegasus's* crew, they found that boltcutters and a carbon-tipped hacksaw ("and a whole lot of adrenaline") worked well in cleaning up the debris. The accident put a big crimp on their summer vacation plans — *Orange Blossom Special's* cruising gear was waiting for them in SoCal, and they'd already rented a slip in Ventura



Fistful of dollars: Rob Barton and Dave Jacoby display 'Enchante's broken boom. They managed a fifth in class despite the set-back.

for easy weekend access to the Channel Islands. "We have a new mast already, but apparently there's a shortage of rod rigging," said Ed. "We still hope to get down there sometime in August."

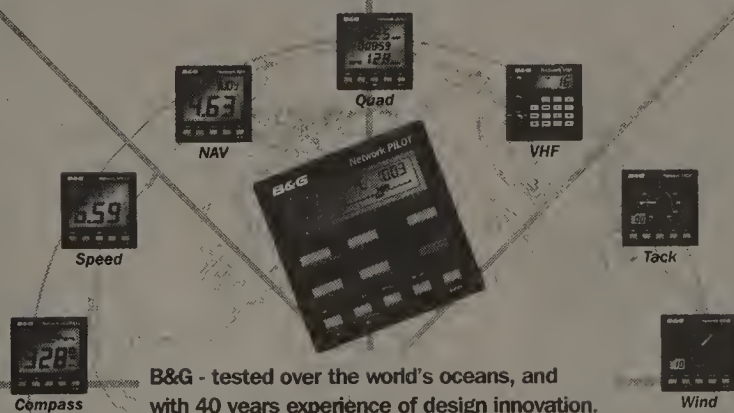
Speaking of "getting down there sometime", if you've never done the Santa Barbara Race, we suggest you immediately put it on your to-do list. Our unbiased and all-knowing editorial staff recently voted this a four-star event, an endorsement regular readers know we seldom make. "It's the next best thing to the Pacific Cup, at a fraction of the time and cost," said Milano. "Why more people don't get in on this — especially the Southern Californian contingent — escapes me."

Octavia's awesome new record — 28 hours, 29 minutes, 18 seconds, over a course notorious for patchy wind — should draw some much-needed new attention to the Coastal Cup, and with it hopefully increased participation. Maybe what's left of the ULDB 70 fleet will even go for the record next year, or perhaps the random turbosled or jumbo 'funny boat' will take a shot at it.

But record run or not, the Coastal Cup remains one of the best race courses going — beautiful scenery, challenging conditions, perfect length and a great destination. Be there next year!

— latitude/rkm

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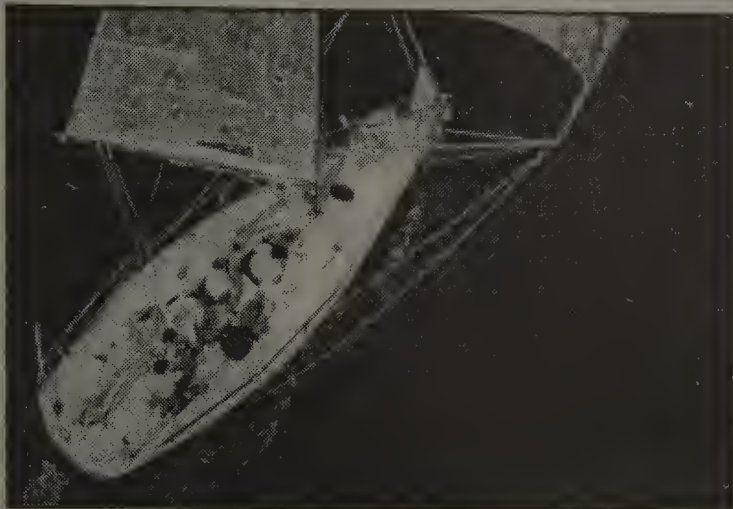
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1st in Class, 2nd Overall, Coastal Cup, Peregrine

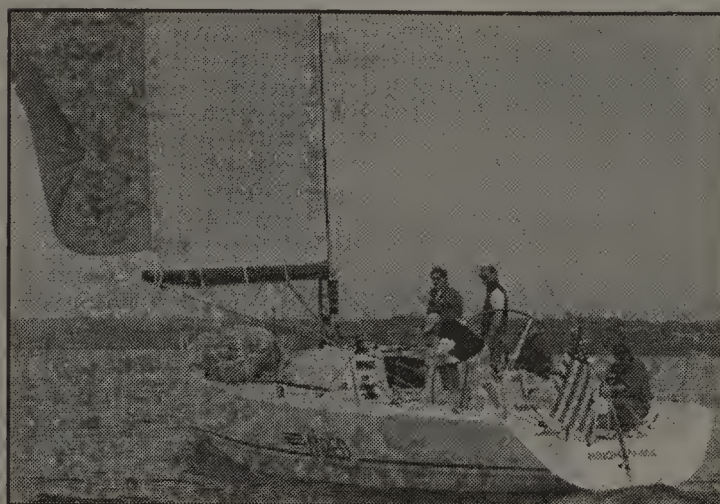


- Hull #1 launched June 1, 1997; 16 sold at press time
- Owner/amateur driver rule

Results:

1st & 3rd Places IMS Class 2, Block Island Race Week, *Wired, Solution*
2nd IMS Grand Prix Class, Round Gottland Race, Sweden, *Hurricane III*

2nd IMS Div., 1997 NYYC Annual IMS Regatta, *Solution*
1st, 1997 Round the Island Race, Edgartown Race Week, *Solution*



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1st IMS, 1996 Manhasset Bay Fall Series, *Rush*
2nd IMS Div. A, IMS Overall, 1996 Sardinia Cup, *Capricorn*
3rd IMS Overall, Key West Race Week, *Atalanti X*
1st IMS Div. A, IMS Overall, 1997 Round Gottland Race, *Investor*
1st IMS Div. A, 1997 Round the Island Race, Block Isl. Race Wk., *Gem*
1st in Class, 1997 Chicago - Mackinac Race, *Nitemare*
1st Overall, 1997 Edgartown Race, *Heatwave*



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SAILING THE FLOODED ALPS



— DESOLATION SOUND

Glacier-carved fiords guarded by snow-capped peaks; tranquil lagoons of clear, clean water; dense pine forests rising skyward from the water's edge. . . These were the dreamlike mental images that had been pestering us for years to explore British Columbia's Desolation Sound. And to our astonishment, the reality of this raw, unspoiled wilderness area was even more breathtaking than we'd imagined.


Plans for our recent trip began when we two brothers sat down to pick a spot for our annual summer sailing getaway with our four sons — boys who seemed to have been transformed from cuddly little toddlers to tall, hard-bodied teenagers in the blink of an eye. Brother Dave

and I were all too aware we'd reached that point in the parenting cycle when the option of spending time with Dad was quickly moving farther and farther down the kids' priority lists — having been upstaged by skateboarding, chasing girls, playing tackle football and learning to drive.

Realistically, we thought, this might be the last time we'd be able to get the four cousins (aged 13-17) together for such a trip, so the destination had to be special. We required not only an area where we could have fun on the water, but someplace that would expand the boys' view of the world and — with a little luck — might instill them with an indelible sensibility toward the beauty and sanctity of nature.

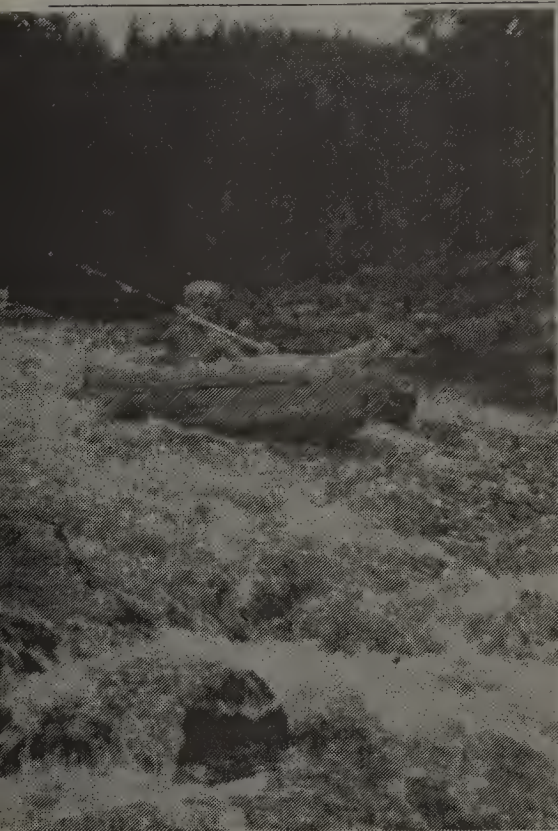
Desolation Sound seemed like the ideal choice. Besides, of all the cruising grounds throughout the world where *Latitude* staffers have sailed, not one of us had ever explored the Sound — it was high time for some firsthand research!

It's an odd quirk of history that when British and Spanish explorers chanced upon each other in these waters during the summer of 1792, they inexplicably agreed to share mapping research, despite the fact that their nations were on the brink of war. We can only assume their aggressive tendencies were temporarily sapped by the overwhelming peacefulness of the area. The all-pervasive 'green-ness'



An idyllic anchorage at Tenidos Bay provides a classic Northwest backdrop for the schoolship 'Spirit of Swift'. Note the cliff-jumper on left — kids who have trouble getting off the couch at home somehow turn into Huck Finn daredevils when they get out in nature.

SAILING THE FLOODED ALPS



Oh yeah, n-o-w we're havin' fun! Blasting down the rapids into Squirrel Cove is a must for young and old alike — climb aboard anything that floats.

here has a subtle calming effect that could mellow out even battle-hardened warriors — or stressed-out '90s urbanites.

As ol' Cap'n Vancouver (the famous British mapmaker) and his Spanish contemporaries surely discovered, voyaging under sail in the Pacific Northwest isn't always easy. Winds can blow ferociously or not at all, icy currents can push you backwards at 12 knots, and tides can drop 15 feet in a matter of hours. The Desolation Sound area, however, has its own distinctive set of benign characteristics which make it an ideal cruising

it ain't much, but it's home. For 20 years Baker Bill has lived as a recluse here. Until recently he earned his living by baking goodies for boaters.



ground. While strong currents plague the narrows which abut portions of Vancouver Island, the Sound itself lies far enough east of the main north-south flow to make currents virtually non-existent.

And with relatively little movement of water in and out, sea temperatures are allowed to climb, reaching 70° and higher during the summer months. Honest!

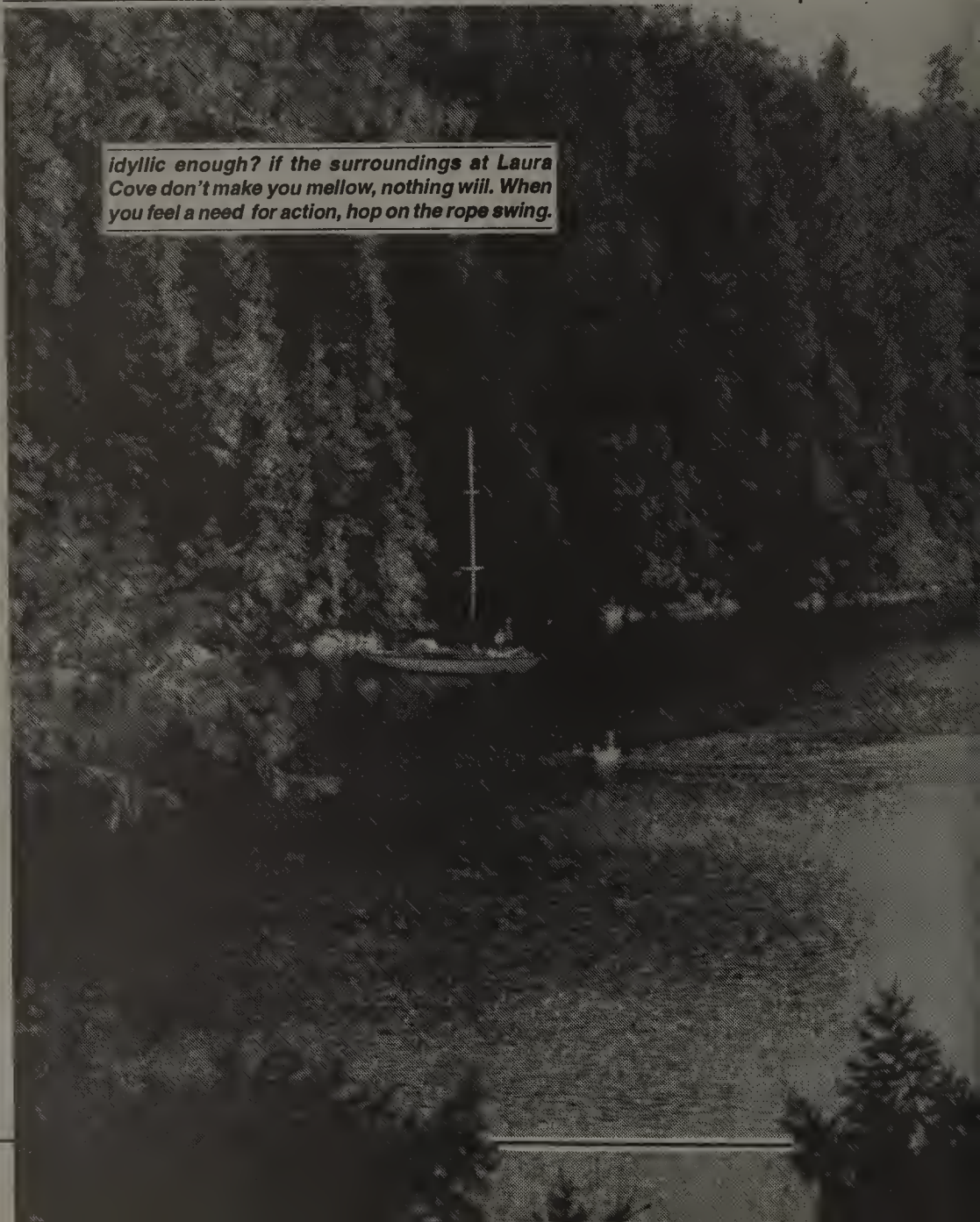
The Sound does see substantial tidal fluctuation — as much as three feet an hour — but with a tide table, a depth-sounder and a little common sense, the big drops are relatively easy to plan for when anchoring. Wind comes and goes, but when it does blow, the sailing is glorious, as the surface is always flat and the scenery is always spectacular! We've had few sailing experiences anywhere in the world more sensational than tacking up the steep-sided Toba Inlet under 18 knots of breeze, with mile-high mountains towering above. From their vast snowfields, rivulets of glacier melt cascaded

down nearly vertical slopes, gradually joining together to form great frothy waterfalls. We sailed for hours that day without seeing a single boat or person — only soaring birds of prey and a bevy of lazy sea otters.

As with any remote sailing destination, you've got to do a fair bit of traveling before arriving at the actual cruising grounds of Desolation Sound. If you've got nothing but time, the trip up from Seattle or the San Juans can certainly be enjoyable, but, being true '90s travelers (read: extremely time-conscious), we opted to go straight to Comox, halfway up Vancouver Island's eastern shore. There we rented a well-kept Hunter 35.5, the mighty

ALL PHOTOS LATITUDE/ANDY EXCEPT AS NOTED

idyllic enough? if the surroundings at Laura Cove don't make you mellow, nothing will. When you feel a need for action, hop on the rope swing.



— DESOLATION SOUND

Aphrodite, from the cheerful folks at Desolation Sound Yacht Charters — the closest charter operation to the Sound and a solid professional outfit.

From Comox it's a day's sail up the broad Strait of Georgia to the heart of the cruising grounds. With clear skies above, sailing up the Strait can be spectacular. The farther out into the channel you go, the more snow-capped mountains pop up into view — both on Vancouver Island and on the B.C. mainland. With the massive snowy crests of B.C.'s coastal range as a backdrop, you feel as though you are sailing into a flooded range of Alps as you enter the deep fiords of the Sound.

Having done our homework by reading Bill Wolferstan's indispensable *Cruising Guide to British Columbia*, Vol. 2; *Deso-*

lation Sound, we realized we could spend months happily gunk-holing through the verdant topography that lay before us. Our 'must-see' list alone had a half-dozen entries. But since days are long and distances are short, you can see and do an amazing amount in a week. By contrast, most of the cruisers we met seemed to be inspired by the beauty of their surroundings to take life as slowly as possible. Most were in no hurry to hop to the next anchorage just because a new day had dawned.

Cortes Island lies at the periphery of the 'E-ticket' zone, and one of its must-see anchorages is Squirrel Cove — especially if you have kids in tow that are looking for cheap thrills. A narrow channel from the outer bay brings you into a glassy-calm inner anchorage ringed — as are all anchorages here — by lush pine forests. With a high tide that first evening, the boys reveled in the age-old pastime of rope-swinging into the water from a rocky shelf. This low-tech amusement brought out the Huck Finn in all of them. As advertised, the water temp was, in fact, 70°.

The morning brought low tide and even greater thrills. At the back of the cove lies a saltwater lagoon that's filled at high tide and drained at low tide via a narrow channel. When the water level drops in the anchorage, the lagoon's exit channel becomes a shallow mini-rapid that young and old can ride down atop anything that floats. (It's here we'll give our plug for Sevlor's inflatable 'Tahiti kayaks'. We

Refuge Bay, where you can fill your tanks with glacier-melt water, stock up on provisions and join in friendly conversations with the locals.



brought along two of them which expanded our 'exploring' ability exponentially.)

A couple of miles up the Lewis Channel lies the entrance to majestic Teakerne Arm where the Brits and Spaniards once



Y-e-e Haw! When Tarzan swings through the jungle he doesn't use a three-strand rope, but the idea is the same. Yes, the water's really 70°.

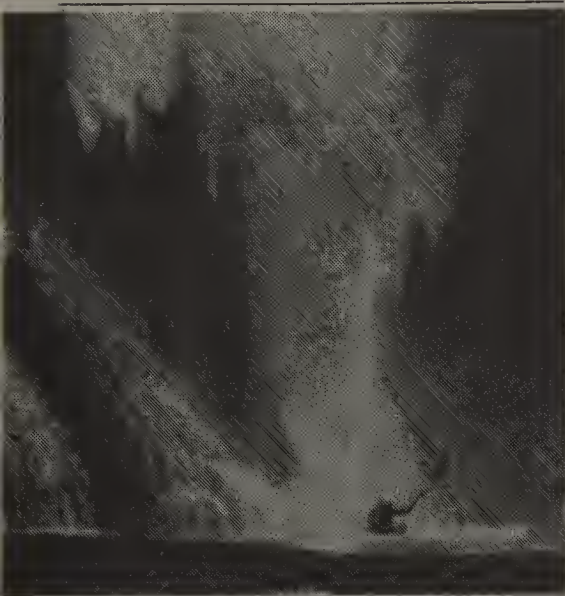
bivouacked together. As we approached the back of the inlet, the thunderous roar of rushing water shattered the silence and we were drawn toward a picture-perfect, 70-ft waterfall. Although the bottom is much too deep to anchor directly in front of the falls, two wily skippers had stretched lines fore and aft to trees ashore, suspending themselves at the mid point of what we used to call a classic 'Kodak picture spot.' High up in the treetops we saw our first bald eagle.

Although there are virtually no man-made amusements ashore, Mother Nature has provided many examples of her finest handiwork. The reward for a few minutes walk behind the falls brought us to the vast blue waters of Cassel Lake — the waterfall's source. For nature-lovers, this is heavenly country: millions of acres of abundant natural terrain, pure air and plenty of clean water to swim in. After estimating that the lake was at least a half mile wide, I foolishly dared the boys to swim across and back. They countered

by daring *me* to accompany them! We all slept well *that* night.

To our way of thinking, one of the best things about the Desolation Sound cruising venue is that there's practically no development ashore. But after a couple

SAILING THE FLOODED ALPS



Cheap thrills in the Toba Inlet. Would you believe this man normally wears a business suit five days a week?

of days out in wilderness anchorages, the boys were ready to check out the 'civilized' attractions of Refuge Cove, one of only two places where there's anything to spend money on!

To illustrate just how long the days are in these latitudes, we pulled into the government dock at nearly 9 p.m. and still had time to cook dinner before sunset. The down side was that sunrise came around 4 a.m. — which signaled the local fishermen to start tromping up and down the docks bidding one another good luck.



When you're the littlest crewmember you sometimes need to find an elevated vantage point. Young Zac surveys the Waddington Channel.

We'd spent the evening getting to know the friendly Canucks aboard neighboring boats. All were extremely neighborly and jovial — especially the two guys who'd

been drinking that wonderfully potent Canadian beer since they tied up at noon.

The next morning our motley crew stumbled topsides in time to see a tiny Cessna 'float plane' skid across the water and come to a perfect stop at the head of the dock. Out popped a couple of boxes of provisions for the store and the teenage son of two cruisers who were tied up beside us. It ain't cheap, but what a ride it must be!

The Refuge Cove settlement offers boaters all the basics and a bit more: fuel, pure glacier-melt water, a garbage drop, a snack stand, a pay phone and an amazingly well-stocked store. You can pick up fresh and packaged foods, fishing tackle, books, charts, you name it. They even had a bottle of Mount Gay Rum! At the snack bar we declined the offer of a piping hot espresso, feeling much to mellow to spoil the mood with a caffeine buzz.

Because of the multinational mix of the earliest explorers, place names in this part of the Northwest are sometimes in Spanish, sometimes in English, and are occasionally taken from an Indian tongue. But for reasons unknown to us, the most spectacular system of anchorages in the region seems to be named after a Frenchman. Go figure. The interwoven inlets, lagoons and grottos of Prideaux Haven are as close to a mariner's 'hobbit land' as you will find anywhere. If you stare long enough into the dense tracts of pine here, you'll swear you've seen elves and urchins scurrying over the moss-covered forest floor!

Sheltered from all weather, there are seven major anchoring areas within this peaceful sanctuary and dozens of smaller nooks and crannies you could shoe-horn your boat into to achieve perfect solitude. There's no such thing as a 'bad view' here, but if you have the luxury of staying put for a few days, it would be well worth the effort to situate your boat just behind the entrance to Laura Cove. There you'll capture a million-dollar view up the majestic Homfray Channel, where passing boats are dwarfed by great mountains whose peaks are frosted with perennial snowfields. There also happens to be another inviting rope swing there slung from an overhanging pine, which consumed the interest of our young Huck Finn-

wannabes for hours.

With its many islets, tide pools and mini-lagoons, Prideaux Haven is ideal for exploration by dingy or kayak. At low tide a bounty of oysters are yours for the taking. This area is the centerpiece of the Desolation Sound Marine Park, which was established in 1973 — the largest marine park on the Canadian Coast.

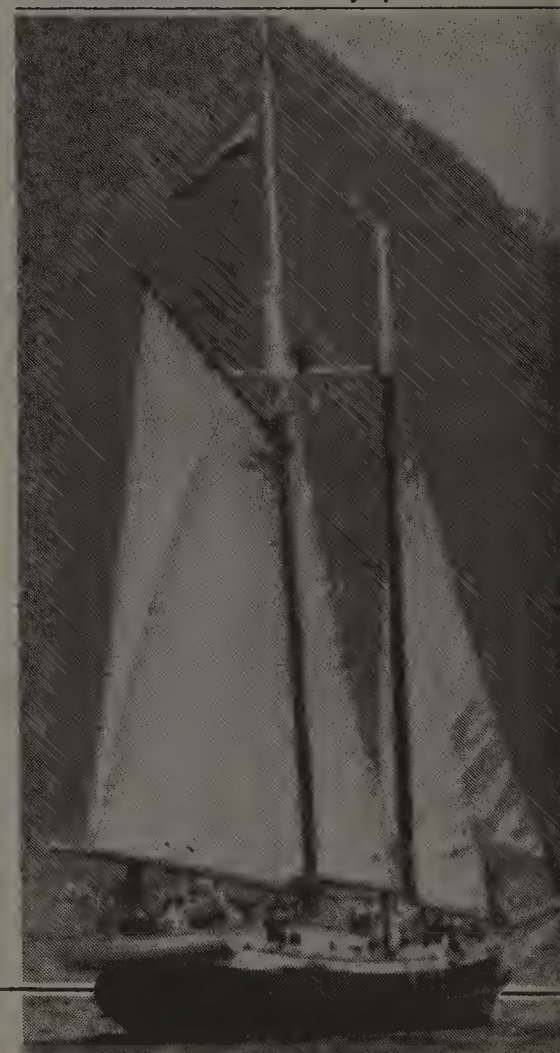
It's important to have an open mind about the weather when you visit these parts — and be a bit of a gambler. We got lucky.

Although mornings tended to be

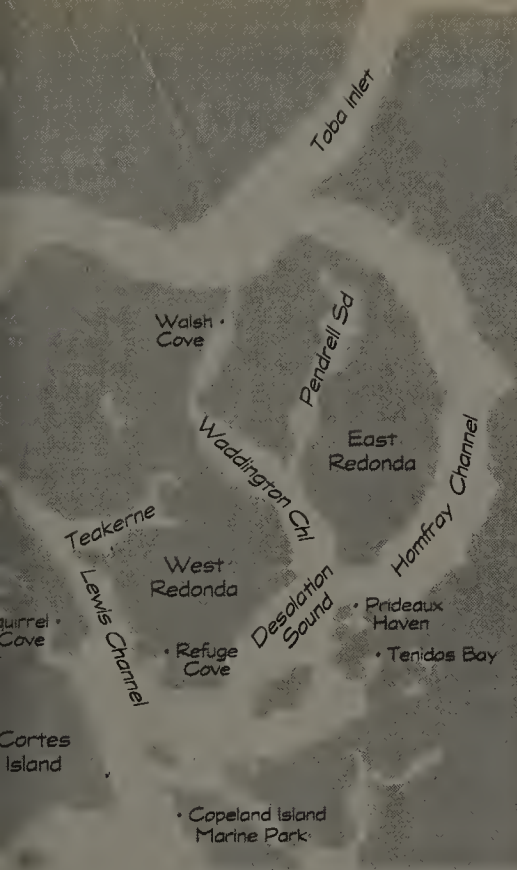
cloudy, the skies cleared completely for at least part of every day and we saw no rain all week.

When we began our trip up the broad, steep-sided Homfray Channel, the forests ascended into a misty layer of clouds, leaving us with no idea of exactly where they ended. But as afternoon arrived, the cloud cover began to break, revealing one

Like icing on a birthday cake, lofty snowfields cap the peaks of B.C.'s coastal range. Inset: Aaron and Derek show their Olympic form.



— DESOLATION SOUND

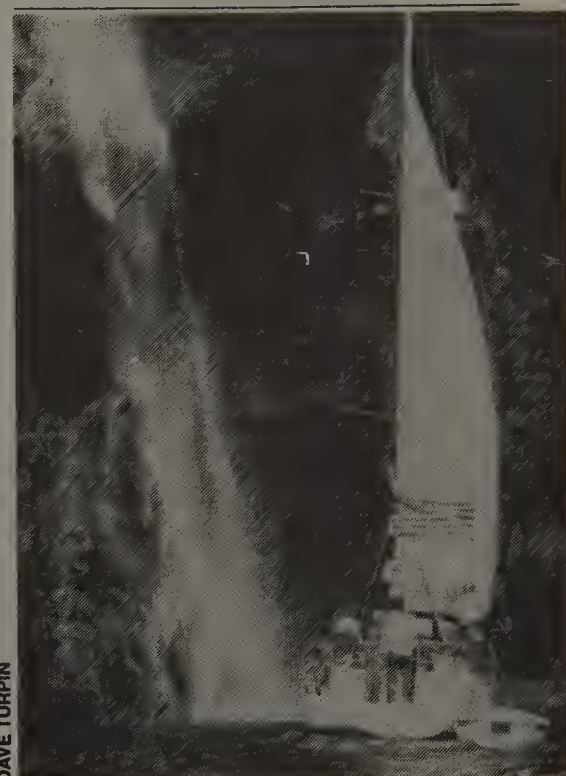


LATITUDE GRAPHICANDY

feeling that you've entered a primeval world untouched by the hands of man. Nearly vertical cascades are abundant here. One was so inviting that Dave couldn't resist testing the buoyancy of his kayak by paddling beneath it — and nearly swamped it in the process. Forget about anchoring in the Toba, the bottom depths are so great they give depth-sounders vertigo!

Later, a moderate breeze piped up, providing us with the best sailing conditions of the week — *finally*, the kids were interested in steering. This stout headwind carried us all the way to the head of the Waddington Channel, where we slipped into another too-cozy-to-believe anchorage at Walsh Cove. We nuzzled our trusty sloop up close to a rocky islet, letting the boys earn their keep by rowing our stern line ashore.

After our long cruise up the Toba, the lads were eager for some physical action *away from the boat*. A sheer cliff nearby that seemed to 'call out to be jumped off' provided the outlet they needed. "Only if you jump in and check your landing zone first!" we demanded,



DAVE TURPIN

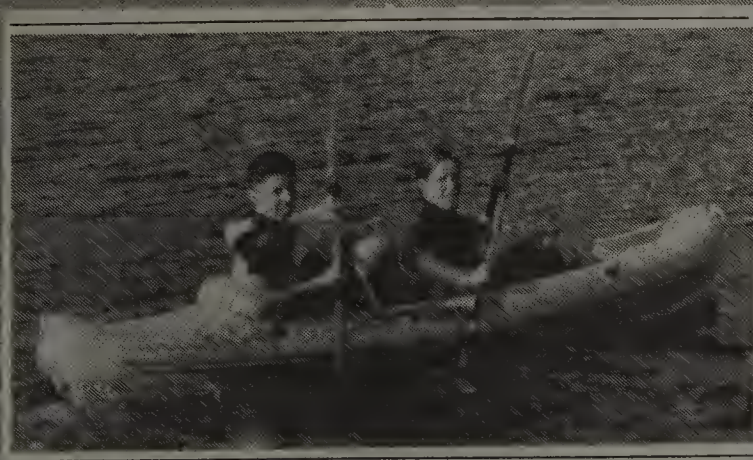
Be the first one on your block to sail into the spray of a waterfall. Don't worry, the water's 150 feet deep a few feet from shore.

echoing the pleadings our Boy Scout leaders had made to us 30 years ago. There was something about this untamed wilderness that brought out the daredevil in each of our suburbanite sons.

This rite of passage completed, we journeyed further down the Waddington and on into Pendrell Sound, a long finger inlet that nearly dissects East Redonda Island. Water temperatures here are higher than anyplace else in the region, making it ideal for swimming as well as oyster cultivation — a long-time local industry.

Later that day we completed our loop of East Redonda, arriving back in the region of Prideaux Haven. Since the tide was high, our young crewmen persuaded us to make a pit stop at idyllic Laura Cove for another round of rope swinging. Who could resist — even the dads got into the act this time.

Our final overnight was to be at Tenidos Bay, an expansive sheltered inlet with a dozen different anchoring possibilities. After getting our hook set in the steep-sloped seabed, we were feeling a bit lazy about putting a stern line ashore (we'd aborted our first attempt when the 200-foot line got tangled). But knowing that the center of the bay was over 300 feet deep; that the wind has a habit of shifting directions here in a heartbeat; that our depth-sounder had picked up 'something' solid nearby, only 16 feet beneath the surface; and that we love to sleep soundly without worrying about our



SAILING THE FLOODED ALPS

ground tackle, it was a given that we'd eventually row the line ashore and secure it to some substantial pine. But the 10 p.m. sunset allowed us the luxury of putting off this final chore until long after cocktails and dinner.

By morning the tide had dropped 15 feet, the wind had clocked around at least once and that suspected ledge was now visible just *above* the surface — looking extremely inhospitable. "If you would sleep soundly," someone once said, "anchor with caution."

Ashore a group of long-distance kayakers had camped for the night next to a chortling streambed that sprang from gigantic Lake Unwin, a half-mile hike away. We took a refreshing dip there while the boys tested their agility darting across long-abandoned log booms.

For wooden boat lovers like Dave and me, sharing the bay with the immaculate square-rigged *Spirit of Swift* was a thrill. We motored close to get a better look, but the boys were peering in another direction — an ominous 50-foot cliff was beckoning them. We bit our lips and wished them luck, knowing there was no holding



These boats went to a lot of trouble to obtain this vantage point below Cassel Falls, but a more inspiring anchorage could not be imagined.

them back. Adrenaline and the fearlessness of youth saw them through it.

Heading south to Comox on that final day, we skirted the myriad islets and outcroppings of the Copeland Islands Marine Park and realized we'd only seen a fraction of the goodies. Much to our disappointment, there wasn't a breath of breeze as we entered the Strait of Georgia, nor was there a cloud in the sky and

the surface was as smooth as glass. Here and there, dolphins broke the calm with effortless jumps, then disappeared. A clearer day could not be imagined; we could plainly see the snowfields of mountains 75 miles away. Soaking in this amazing panorama from the cockpit, we found ourselves periodically spinning around in complete circles marveling at the Northwest's awesome beauty. It was an unexpected treat.

Our week in this temperate paradise had passed much too quickly, yet there were moments during our brief visit when it seemed as though we'd traveled back in time to an ancient world free of modern man's dubious achievements. In the process, we'd strengthened our family bonds and we'd each gotten a bit more tuned in to our own 'wild' spirits.

This rugged country isn't everyone's idea of an ideal charter destination. There's not a single night club, bar or restaurant; few sandy beaches and not one solitary coco palm. Simply put, it's not for everyone — and we sure hope it stays that way for many years to come.

— latitude/aet



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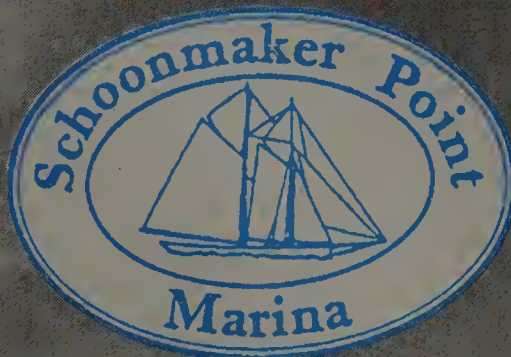


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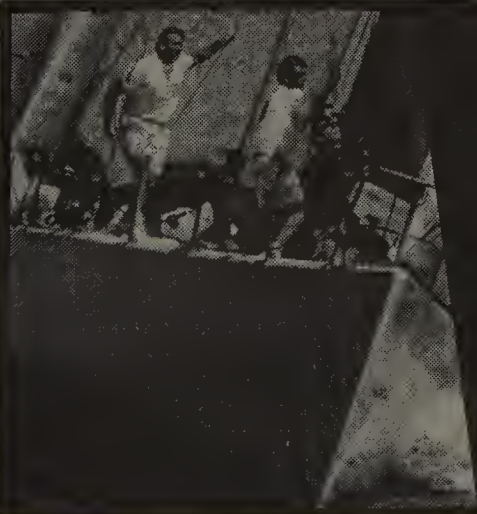


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NORTHERN

In one of those weird occurrences which for some reason aren't that unusual around here, three of Latitude's four editors ended up in the Pacific Northwest the same week in July. One trip was purely for pleasure, one you've just finished reading about in the previous article on Desolation Sound and one... well, there's always one wingnut in every crowd. Here's what he did.

"Clouds are your friends." That was the mantra of the few people we'd found who had done what we were about to: deliver a boat from San Francisco to the Pacific Northwest on its own bottom. Unfortunately, as we motored under the Golden Gate at dawn on June 30, there wasn't a cloud in sight.

We were aboard the Formosa 46 *Aventura*, a 20-year-old, center-cockpit sloop that had been purchased in Long Beach by an old friend of mine. Dennis Roquet is a professional skipper more used to transferring large yachts with paid crews from one exotic locale to another. But this time, he was enlisting the help of some friends to deliver the new-to-him *Aventura* to his homeport of Friday Harbor on Washington's picturesque San Juan Island.

Rounding out the crew were longtime sailors Dennis Palmer and Mitch Taylor,

My only frame of reference was the few deliveries I'd done up the West Coast as far as San Francisco. These recollections

*My recollections
consisted
mainly of getting
pasted by the wind
and running for
cover.*

consisted mainly of getting pasted by the prevailing wind and waves until we couldn't take any more and then running for cover. I assumed we'd employ the same tactic of waiting out the worst of it in some protected anchorage or harbor until the wee hours of the morning, then put

the pedal to the metal before the wind piped up again. All in all, the impending adventure smelled quite a bit more like "he'll owe me bigtime" than "a nice little vacation sail."

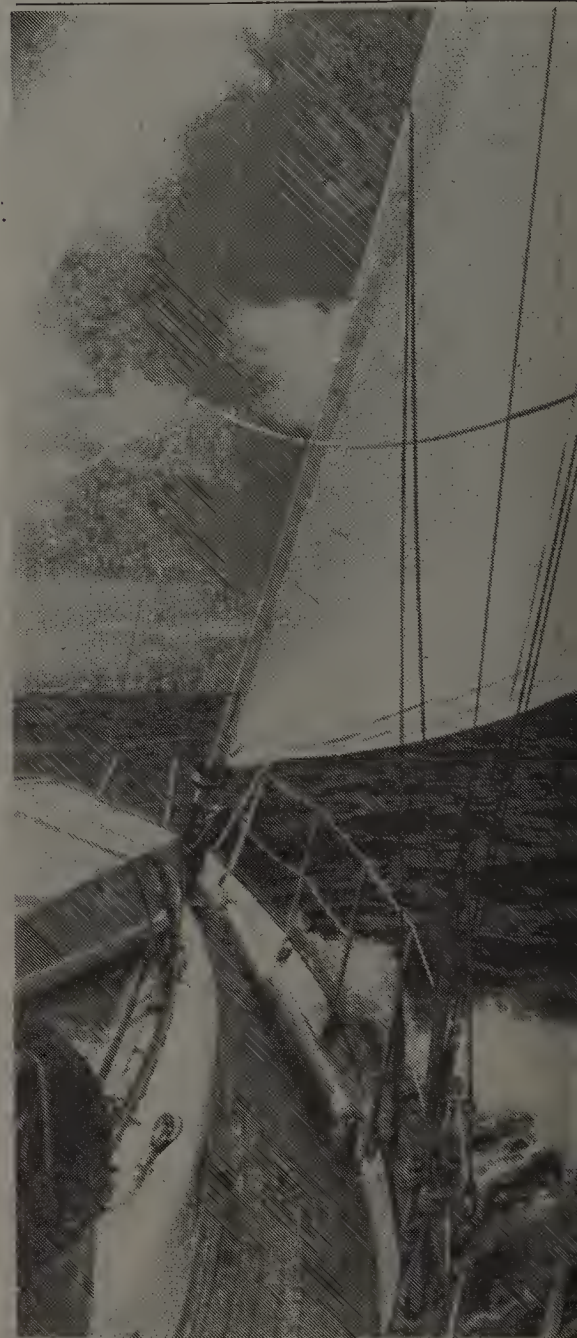
Indeed, if the first day was any indication, it was going to be just like I expected, if not worse. We made it comfortably enough over the Potato Patch, but



both of Friday Harbor. Roquet had made the run up and down a number of times, and Mitch had once helped deliver the SC 70 *Citius* to Vancouver for the Vic-Maui Race. For Palmer and I, the trip north was a first.

The fearless crew (l to r): Dennis Palmer, Mitch Taylor, Dennis Roquet, your faithful reporter.

after noon, with each passing hour, there was a little more wind, a little more spray and a little more swell. Thank the Lord



for dodgers. By afternoon we were motor-sailing into typical summer conditions: 30 knots of wind on the nose and lots of 'potholes' in the road. The knotmeter showed 7 knots, which the GPS translated to about 3.5 over the ground. At least one of our number had occasion to learn what "calling Ralph on the porcelain telephone" meant, and the rest of us weren't far behind. It looked like it was going to be a long 600 miles to Cape Flattery.

Fortunately, Roquet has been around long enough to know there's no future in abusing a boat or crew, especially when the former is your own and the latter are supposed to be your friends. So about 5 p.m., when it was turning *really* nasty, we tucked up under the bight of Fort Ross and dropped the anchor. We shook the kinks out of sore muscles, uncapped some beers and kicked back for a few hours of male bonding before collapsing.



Spread, sailing (without the engine!) off Northern Oregon. If only it had all been this great. Inset, orcas cavorting off San Juan Island. Top, despite Dr. Palmer's patient ministrations, the autopilot was declared DOA a week into the trip. Right, 'Aventura' at rest in Crescent City.

Having sailed with Roquet off and on since we'd first met as crew on a private yacht sailing the Mediterranean in 1975, there were two other concerns I harbored about the trip. One was his snoring. Don't laugh; this is a man who can wake rocks. I once spent a weekend aboard a boat in Catalina with him and four other unsuspecting victims. By morning, everyone but Dennis was sleeping on deck, driven from their warm bunks below by the horrific snorts and wheezes emanating from the V-berth. Fortunately, *Aventura* had an aft cabin which muffled the effects to an acceptable level. Of course, some nights we were all so tired we could have slept through nuclear holocaust.

The other issue was eating. Again from personal experience, I knew my old buds could survive indefinitely on Triscuits and Hershey bars, both of which I noted in abundance when I came aboard. Fortunately, Mitch turned out to be nothing short

of a god in the galley, regularly conjuring up such hearty meals as *Spaghetti Aventura*, stag chili and Uncle Jack's Stew. The latter was named for a favorite relative who invented it during one of his long sojourns into the mountains to look for the Lost Dutchman mine. In the culinary department, life was good.

And so, it turned out, was the trip as a whole. Our friends the clouds appeared the next morning and we motored north at a decent clip in light breeze and a withering swell. In fact, that was the first of three overnight passages, all made in light, overcast conditions — "money in the bank," as DR put it, for the tough times ahead.

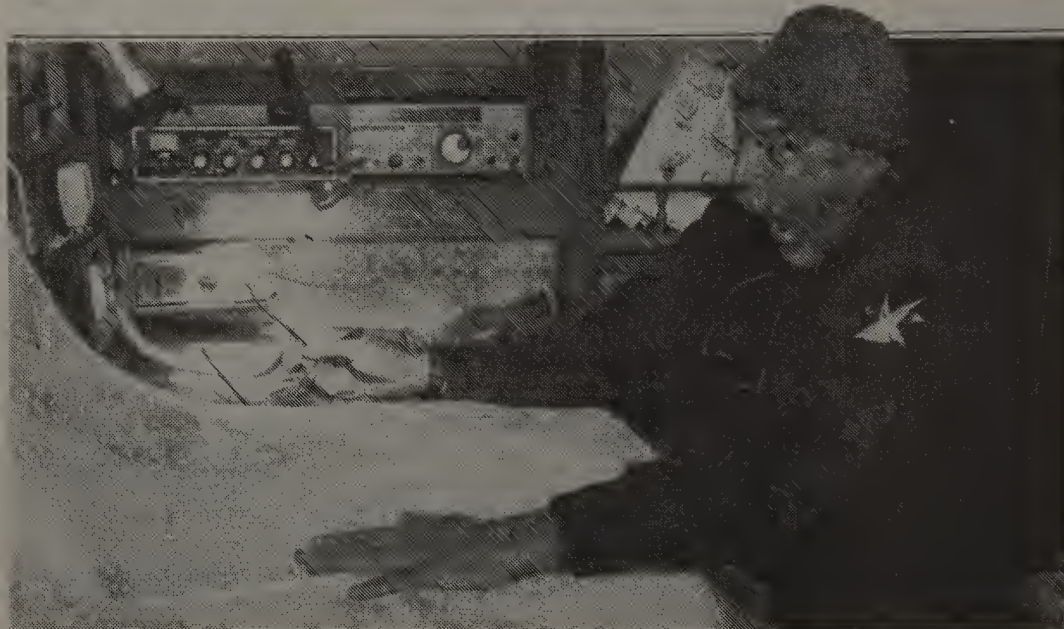
An unexpected highlight of the trip were the pit stops. Dennis has traversed this coast often enough to know the best watering holes, so the third night we braved the bar and pulled into Fort Bragg for a meal at Carine's Seafood Grotto. Located right on the wharf since 1947, Carine's serves up absolutely the best seafood I've ever had (scallops, halibut and shrimp were among our entrees) in quantities we could barely finish. The meal done, we walked a few steps to the boat and headed out for another night at sea.

There were a few more nasty days when I questioned whether friendship was worth the torture of going north, pit stops or not. But, all in all, by the time we turned the corner at Cape Flattery on July 11 and anchored our last night in nearby Neah Bay, there was a shared regret aboard that the trip was almost over. The last hundred miles of downwind sailing/motoring — complete with frolicking orcas in Haro Strait — drove the point home. Another boat trip was nearing an end.

Upon arrival, it was great to be reunited with friends and family, and even better to take them out the next day to watch the orcas again. Then Dennis, Dennis,



NORTHERN EXPOSURE



Mitch and I went our separate ways.

Speaking for myself — and I think for them — the whole of the trip was definitely greater than the sum of its parts. We averaged about 60 miles a day for the 10-day trek and (unlike my previous trips north to San Francisco) never had to retreat. We 'discovered' some memorable places, enjoyed the spectacular coastlines of Oregon and Washington and forged some new friendships that feel like they'll

A glitchy depthsounder (which occasionally read 15 feet when we were supposed to be in 400) made for a few kodak moments at the chart table.

last. Off northern Oregon, we even got a westerly long enough to sail without the engine for four whole hours! Most of the time, of course, we motored. The Ford Lehman diesel never missed a beat, never overheated and always started right up.

The only casualties: a roller furling line that chafed through and the autopilot.

In return for my help, Dennis offered my wife and I two weeks on *Aventura* in Desolation Sound next summer. We're looking forward to it.

Would I recommend others intrigued about cruising the Pacific Northwest get there the same way I did?

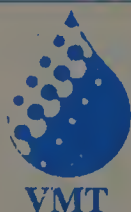
Are you nuts? Hell, no.

Since I'm now an authority on the subject, my first recommendation is to leave your boat right where it is and charter one in Washington or British Columbia. If you have to be aboard your own boat, seriously consider trucking it. By the time Dennis figured in food, fuel and everything else, he saved comparatively little money doing it the hard way.

If during a bout of temporary insanity you decide you *have* to get there by sea, prepare for a lot of motoring, know where to run for shelter, keep up regularly with the marine weather and remember — clouds are your friends.

— latitude/jr

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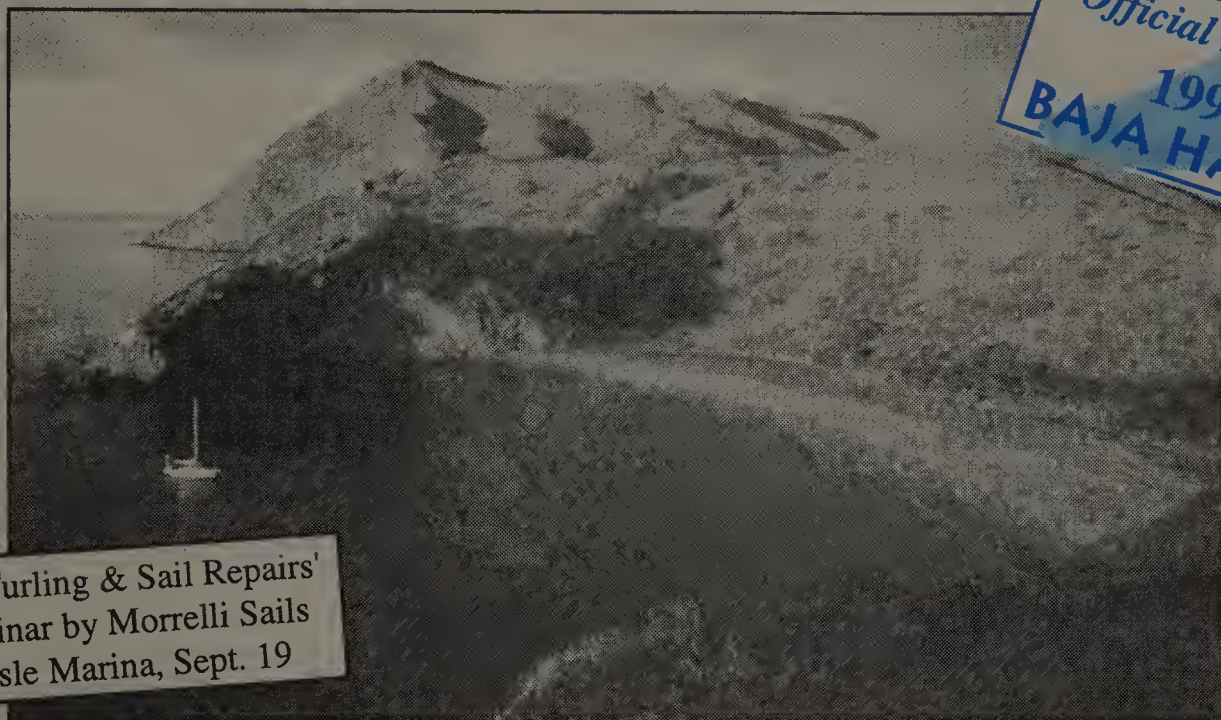
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MAX EBB

This time I remembered to allow for the counterclockwise current that flows around the cove during a strong ebb tide. It was a good thing, too, because I was entering the cove under sail. Not something that I do routinely, but after my long rant against the boats that 'cheated' by motoring through the wind shadow to get here, I couldn't very well fire up the 'iron training wheel,' as I had called it, and lose face in front of my guests.

So I cautiously maneuvered around the cove, sailing clockwise against the current, tacking and jibing as the gusts hit from random directions. We were prepared to pick up a pair of mooring buoys, with long lines and boathooks bow and stern. But every buoy in the cove was occupied, and there was no sign of familiar boats to raft up with.

There was space at the dock, though, so we jibed around and headed for an empty slip with the current behind us.

It was a little scary, but we pulled it off. We passed close by our chosen slip on the downtide leg, turned around, doused the main late so we'd come in hot, and skidded to a safe landing, pressed tight against the downtide finger by the cross-current.

"Any docking you can walk away from," said an all-too-familiar voice from the cockpit of the boat on the other side of the finger, "is a good docking."

It took a second to recognize her, dressed for sunbathing instead of suited up in foulies or wetsuit. But sure enough, the voice belonged to Lee Helm, a naval architecture grad student who I would never expect to meet out cruising or day-sailing on a midsummer weekend. At least not in anything heavier or slower than a sailboard.

But there she was, sunning herself in a swimsuit, a bottle of spring water in one hand and a melon slice in the other, lounging in the cockpit of a hot new utlralight with an articulated bowsprit. She must have detected my moment of confusion.

another one of the boat's crew, gesturing at a large pile of foulies and lifejackets, "to delaminate and decompress. It's honkin' out in the slot."

My guest looked at me quizzically, but I thought the meaning was clear enough, and I got to the business of adjusting dock lines and fenders.

Meanwhile another acquaintance hove into view. When I noticed his boat, diagonally across the dock from mine, I was able to place the face but still couldn't retrieve the name — my memory's much better for boats. His was a larger cruiser/racer, bigger but a little older than mine, and we frequently found ourselves racing against each other in various handicap events. Except I hadn't seen him out all season.

"I see you're in cruise mode too this summer," I hailed as he walked past.

"Good afternoon, Max," he responded. "Yup, taking a break from racing this year. At least from the big regattas."

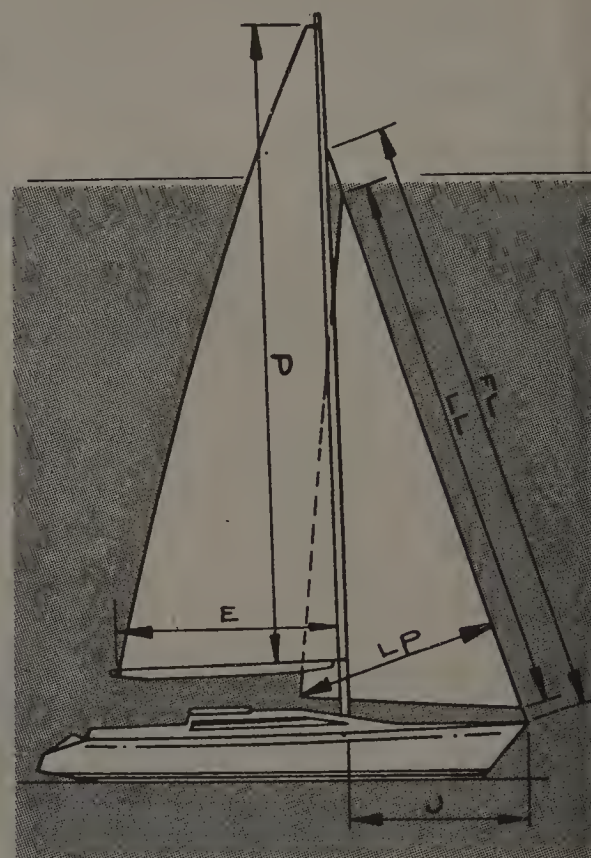
"That's too bad," I said. "We've missed you in our division."

"I used to enjoy those race weekends a lot more," he said, "But it was getting frustrating, racing against smaller and faster boats that I don't have a prayer of beating unless the course is all reaching in a good breeze."

"You're not the only one," I assured him. "But our dog has its day often enough."

"Not often enough for us," he continued. "There's always some oddball boat that wins just a little too easily. That's okay for beer can races, but when you put a lot of time and energy into a regatta and some boat comes in from out of the area and they guess wrong on the rating, it makes the whole thing seem pointless."

"I think you'd be hard pressed to find ratings that are off by more than 12 sec-



Above and right, measurements used in the Channel Handicap System.

ing a little tighter than that."

"Max, you really need to see what goes on at the top of the food chain," added Lee. "A few seconds per mile can, like, send you into the tank."

I tried to introduce Lee and my crew, but it had become hard to get a word in edgewise.

"I sort of agree," said the other woman on Lee's boat. "PHRF is fine for club racing and entry-level special events — and it's great for boats from large fleets of one-designs, where there's enough data to make the ratings accurate. But when they use it for a big race week format, or any race important enough to attract top-end sailors and one-of-a-kind boats, then suddenly the rating inaccuracies that were lost in the noise in the Friday night races are determining who wins the big silver. That's why we're mostly racing one-design now."

"What we really need is a better rule for more serious racing," complained my friend. "IOR is dead and IMS is dysfunctional. And Americap is just a repackaged IMS that's unlikely to do anything for those of us with older, heavier boats."

"For sure," said Lee. "But like, Americap hasn't had a chance to fail yet, so we don't know about that. But you're right, there's no international rule that addresses the needs of the 99% of the market that IMS has failed to satisfy."

"You know," said my guest, "we have a

"What we really need is a better rule for serious racing."

"Full cruising drag today," she laughed.

I introduced her to my guests, one of whom was a boat owner from England here on business.

"Actually, Max, we're not in total schmooze mode. We've been out practicing for the Women's Cup," she explained.

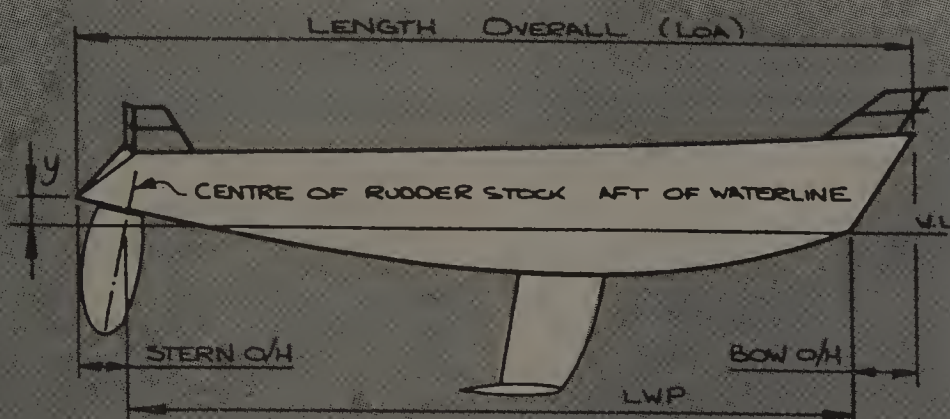
"And we pulled into the cove," said

onds a mile," I countered. "And most of them are much closer than that. Winning margins are usually at least that big."

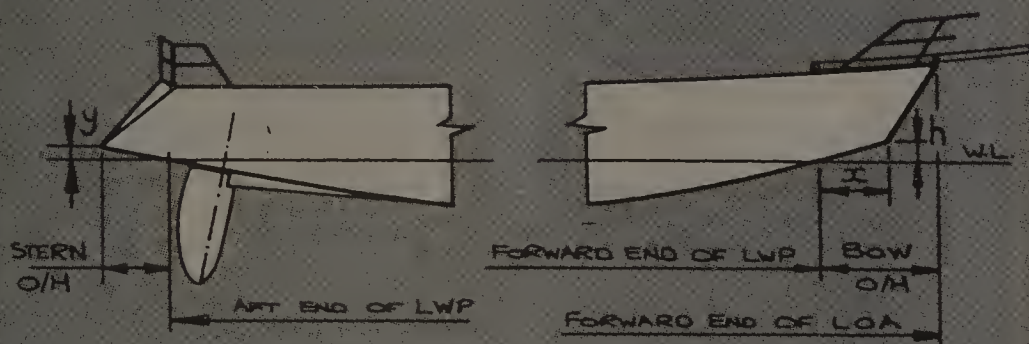
"For club racing, sure. But at the YRA level and above, we like to think that the boats who are in it for the season are sail-

— CHANNEL CHANGES

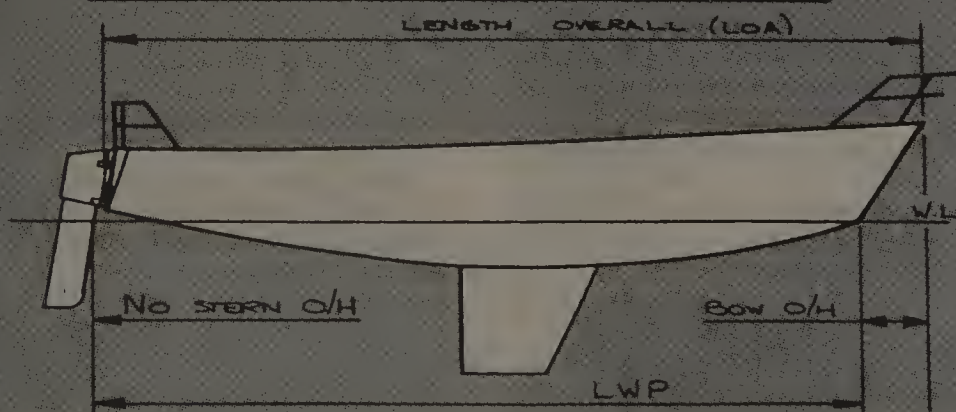
TYPICAL MODERN HULL



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to change it much more often and more significantly than IMS changes, and I get the impression that the politics are a bit cleaner than with the IMS administration, so the target is harder for the designers to hit."

"What sort of things does it measure?" asked the racer/cruiser.

"Length, overhangs, beam, draft, and sailplan, just the basics," said the Englishman. "In fact, I have the yearbook with me, and it has some of the measurements defined in it."

"I want to see how they get at prismatic coefficient," said Lee, as my guest ducked below to get the book. "You know, the measure of the distribution of buoyancy fore and aft that indicates how full the ends are. IOR measured girths — which made for some really funny hull shapes. IMS measures the complete hull lines."

The English guest came back on deck and handed the book, open to the measurement diagrams, over to Lee.

"One thing we like about CHS," said the Brit, "is the flexibility. Innovations aren't banned, they're penalized with realistic correction factors."

"Can you have symmetrical and asymmetrical spinnakers on board at the same time?" asked Lee's crew.

"Of course. Why wouldn't you? Although you get rated for having both types. And they just lowered the penalty for articulating bowsprits, too."

"This looks a lot like MORC," said Lee, after studying the drawings for a minute. "I like the way they limit the aft end of the waterline to the rudder stock — that would seem to put a cap on the advantage of bow-down trim for measurement. And they get at stern volume by measuring the height of the transom above the water — even though they don't seem to measure transom width anywhere the way MORC does."

"That's right, there's no transom width measurement," confirmed the Brit.

"MORC — that's the Midget Ocean Racing Club rule for boats 30 feet and under — looks at the waterplane 4% of LWL above the waterline, and measures the height there. Seems to me that this rule could use something to catch the difference between a V-shaped transom and a U-shaped transom — but that's like, a fine point considering how few things are measured here."

She turned the page and studied rig dimensions.

"Here's a good idea," she said. "They use luff length instead of the height of the halyard blocks. Much easier to measure,

measurement rule in England that seems to work tolerably well."

"You mean the Channel Handicap System?" asked the other skipper. "Isn't that just the Brit version of PHRF?"

"I don't know much about PHRF," he answered. "I've heard it's a locally run version of Portsmouth, but for cruising types instead of dinghies. On the other hand, CHS is a genuine measurement rule, and

ratings are never assigned arbitrarily. It's international, too — ratings are issued by one office in London and another in Paris. There are fleets all over Europe, even in Turkey and Hong Kong. . . ."

"It's also another rule where the formula is kept secret," said Lee. "But, from what I read about it, they change the formula fairly often to keep it from being type-forming. And to keep designers from exploiting it, which doesn't really work, of course. But they do seem to be willing

especially because you don't have to figure out where the bottom end of the 'T' measurement is supposed to be. And like, I would guess it automatically credits roller furling because of the shorter luffs. Don't see any way of telling how much of the lost length is on top and how much is on the bottom, though."

As Lee continued to absorb the details of the CHS measurement process, my

"Back to the ballast issue: inside ballast is favored so much that a number of boats have been adding it to good effect — but this is all likely to change for '98. Might come down hard on some old IOR warhorses that have been competitive

gument we use in favor of time-on-distance: ease of on-the-fly estimates. But I see your point, time-on-distance is only easier to use at the finish line."

"Here's something really brain-dead," announced Lee, still reading from the CHS yearbook. "They want to know how many of your sails are 'hi-tech.' As if kevlar fiber was extravagant or something. I mean, I think now it's pretty well accepted that the racing life of the 'exotics' is so much longer that it's actually cheaper than trying to maintain a raceable inventory of dacron or mylar."

"In some cases, perhaps," the Brit answered. "Anyway, rumor has it that the penalty for exotic sail material is being phased out over the next couple of years."

The other skipper had by this time climbed onto the boat with Lee and her friend, and was reading the yearbook over Lee's shoulder. "Now all we need," he said half to himself, "is a list of boats and their actual CHS ratings — or rather, their PHRF equivalents — so I can see what would really happen."

"You wouldn't have anything to worry about," said the Brit, looking over my friend's boat. "That's the sort of boat that usually does fine under CHS, if the sails are good and it's well sailed, of course."

"I like this rule more and more...it's extremely sensible."

"Funny how they think a rule is 'sensible,'" remarked Lee's friend, "if they have reason to believe it will give them the edge!"

"Remember," I said, "before you push to have a CHS class in YRA next year — the formula could completely change. And you won't get to have much input from this side of the Atlantic."

"The rating office is actually very eager to get something going in the U.S.," said the Brit. "I think you'd have more than your share of input. On the other hand, there's sentiment in Britain that we'll never do well in non-CHS international competition as long as boats are being built to be as heavy as CHS seems to like them."

"So the designers have to try to hit that moving target in the dark," I said, "even though the formula's secret and always changing."

"That's why I think it would be much better to make the formula public," said Lee. "Designers will always be smarter and more numerous than rule writers, so the

THE RATINGS GAME

Sample ratings of common boats and their CHS equivalents.

Boat	CHS time-on-time	Converted to PHRF time-on-distance
Meiges 24	1.024	86
X 99	1.019	89
J/35	1.045	74
Beneteau 1st Class 10	1.012	93
Mumm 36	1.111	40
IMX 38	1.063	64
X-119	1.097	47
J/39	1.095	48
J/44	1.129	31

To convert from PHRF to CHS: $CHS = 600 / (PHRF + 500)$

To convert from CHS to PHRF: $PHRF = (600 / CHS) - 500$

guest told us more about how CHS was working in practice.

"Right now it seems to favor boats that are on the heavy side by modern standards," he said. "And a bit narrow, too."

This made my friend with the larger and older boat perk up a bit. "Really?" he said. "Heavy boats do well under CHS? And weather conditions in the English channel aren't really that much different from here, right?"

"We have a lot of tidal current," he said. "And sometimes it's very windy. But one thing CHS doesn't do is measure stability directly, because that's a relatively expensive number to obtain. So we use the best available builder's data for ballast weight and location, with appropriate allowances for bulb, outside, and inside."

"Same as MORC," noted Lee. "But like, MORC actually weighs boats with a scale."

"CHS weighs boats, too, but usually with load cells. It's often done for the 'endorsed' certificates done by a measurer, which are required for the more important events. But there's lots of flexibility there, and any accurate alternate method can be used. Most certificates are owner-measured. Keeps it very economical."

"Interesting," I said. "We could try it out without involving a professional measurer."

lately."

"It's going to be hard on IOR boats?" repeated my friend, his eyes brightening up some more.

"Only to the tune of a few tens of seconds per hour," I should think.

"Seconds per hour?" Now he sounded disappointed. "You mean this one of those time-on-time deals?"

"Right. Ratings are expressed as a coefficient, a Time Correction Factor, that gets multiplied by elapsed time to produce corrected time. So a fast boat has a 'TCF' that's some number greater than one; a slow boat is less than one. The rating is directly proportional to speed."

"But there's no reason we'd have to use it in time-on-time mode if we didn't want to," said Lee, thinking a couple of steps ahead. "Like, that would cause a lot of confusion if we experimented. Whether to use TOT or TOD is a separate issue."

"Okay, so we could still use this Channel rule as a time-on-distance if we wanted to," said my friend, sounding more enthusiastic again.

"You know, we're so accustomed to thinking in terms of seconds per hour," said my guest, "it seems like it would be hard to tell how you're doing in the middle of a race unless you know the distance sailed at every intermediate point in the race."

"Funny," I said. "That's the same ar-

— CHANNEL CHANGES

only way to solve the design-to-the-rule problem is by simply refusing to give certificates to new boats."

"Wouldn't that kill off the industry?" asked Lee's crew.

"Custom boats aren't an important part of the industry," my friend said flatly.

"And the whole idea," added Lee, "is to keep that segment out of this rule anyway, right? I mean, we have IMS level classes and 'box rule' classes for the high rollers who want to play that game, right?"

"Writing a rule for existing boats only should be easy," agreed the Brit. "I guess you'd just say that only boats launched some number of years before the latest rule revision are eligible. It would likely get the builders and designers rather annoyed, wouldn't it now?"

But one thing didn't seem to completely make sense here. "Lee," I asked, "If we have an existing fleet, and we keep tweaking this rule until we think we have all the settings adjusted exactly right so that

all the boats are rated exactly as fast as we think they should be, then haven't we just re-created PHRF?"

"Max, you really need to see what goes on at the top of the food chain."

Lee had to think this one over, which I considered something of a victory for me.

"For sure," she finally answered. "And like we said, for boats from big one-design classes where there's a lot of data to support the rating, it won't be an improvement. But like, think of everyone else: the one-of-a-kinds, the out-of-area boats, and the classes that have never really been raced aggressively. All cases where we don't have the data we need for a clean PHRF estimate. A measurement rule can like, take that big element of guesswork out of the process of assigning a new rating."

Eventually the conversation turned to other differences and similarities between sailing on the English Channel and sailing in San Francisco Bay. Then the rest of Lee's crew returned from their walk around the island, and as soon as they had "re-laminated" their layers of gear

they were on their way back to the central Bay for more practice.

We solved our mooring problem by using one of the mooring balls closest to the beach for our bow line, and then setting a stern anchor to hold us inshore, well clear of other boats already using that buoy for their bows or sterns. It was quite an operation, involving some very long warps, paddles, and fancy work with the dinghy. And waiting for slack tide. But we never had to start the engine!

— max ebb

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With reports this month on **Chartering in Anticipation of Cruising**, the exhilaration of **Classic Yacht Chartering in Nantucket**, the pleasures of **Bareboating in Maine**, and miscellaneous **Charter Notes**.

The 'Charter Now, Cruise Later' Plan

"By the time I'm ready to go cruising," a friend said recently, "you'll be able to walk from boat to boat all the way to Tahiti!" It's a fact that each year an increasing number of folks decide to 'sell the ranch' after retiring, and sail over the horizon to begin a new life of adventuring under sail. We've met hundreds of them, and if there's one thing most agree on, it's that they wish they'd gotten 'out there' earlier in life.

That's where chartering comes in. What with the typical responsibilities of raising a family, cultivating a career and feeding profits to the credit card companies, the idea of completely unplugging from the mainstream to go cruising prior to retirement is impossible for most of us. But with a little budgeting, most working stiffs can take a foreign charter trip every year or two.

It doesn't make sense to put off visiting the world's prime sailing destinations during your working years simply because you plan to see them after retirement. The fact is, future cruisers who charter to different destinations now will acquire a foundation of knowledge and understand-

Although some folks continue scuba diving into their 'golden years', deep dives and spear fishing are better suited to your younger years.



ing they can build on during the years before they finally cast off the docklines permanently.

For example: Instead of just dreaming about 'paradise-like' Caribbean islands

you'd eventually like to cruise to, why not go there now and see if life in the tropics is really for you. Are you clear on the differences between Polynesian and Melanesian cultures? Chartering in Fiji, Tonga and Tahiti will give you firsthand insights that will pave the way for further study back home. When you finally cruise there on an open-ended schedule, you'll not only know what to expect, but you'll have a greater appreciation of the culture — which means you'll get more out of the time you spend there. The same holds true for any area of the world where charter boats are available.

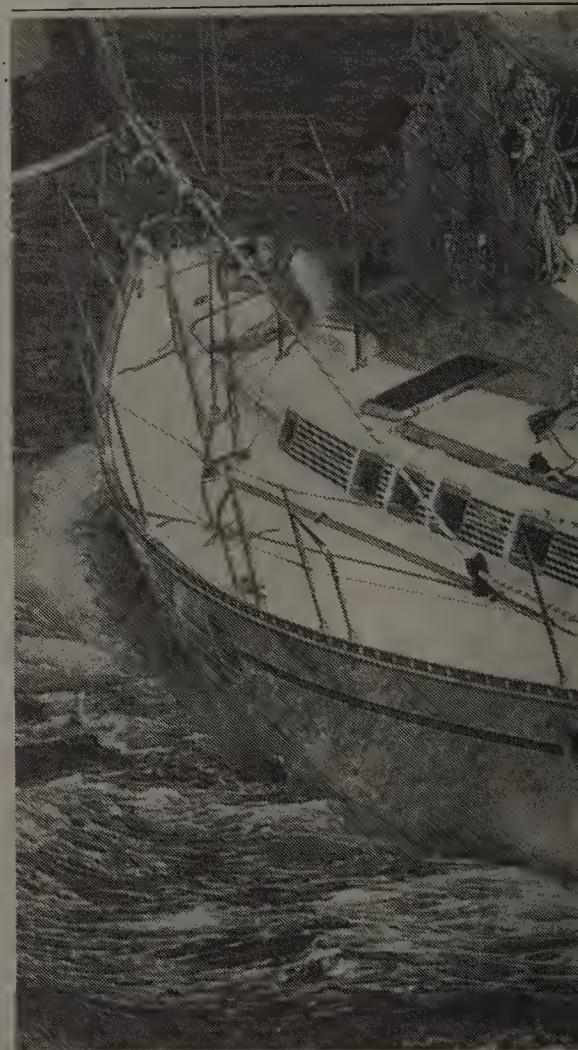
If you have any ideas about working while you're 'out there', foreign charters can serve as fact-finding missions in addition to vacation getaways. Suppose, for example, you dream of spending a few seasons in New Zealand or Australia someday. Chartering there in advance will

Windsurfing has got to be one of the most exhilarating sports in the world, but it's a whole lot easier to learn while you're young.



give you a chance to pick the brains of locals about everything from what job skills are in demand to the cost of living aboard locally. You might also visit a government agency or two while passing through Auckland or Sydney.

It's sad but true — as any senior citizen will tell you — that you just don't have



the same strength, stamina and agility in your 60s and 70s that you do in your 20s, 30s and 40s. Consequently — unless you're one of those rare Jack LaLanne types — you may not be capable of participating in the full range of active pursuits that are potential by-products of the cruising lifestyle such as snorkeling, scuba diving, windsurfing and hiking. Picture yourself happily cruising the coast of St. Lucia someday. When your grandkids suggest you all climb to the top of the towering Pitons together, you can smile and say, "No thanks, 'been there, done that' when I was 35."

Here's another thought. Suppose you have dear friends or favorite family members who don't share your passion for sailing and cruising. Yet someday, when you set off on your grand international tour, you'd love to have them share your adventures. The answer might be to introduce them to the sailing life on a charter trip or two where they can break into the lifestyle slowly, with minimal responsibilities and plenty of fun. With any luck the experience will give them the sailing



COURTESY THE MOORINGS

Though arguably a better design, she was defeated by *Intrepid US 22*, the Cup's previous victor which went on to win again in the finals. *Heritage* was later converted for ocean racing and had a successful career in the Great Lakes, California, the Caribbean and New England.

The trip began at Oak Bluffs in Martha's Vineyard, where we hooked up with old friends at the Ritz (a misnomer). We loaded up on beers and cheap grub with some local fishermen, then walked up to the Oyster Bar to hobnob with the trust fund kids. At closing, we stumbled off to the boat in Vineyard Haven and crashed.

Saturday morning started with a feeder race to Nantucket to make the 26-mile, 3 1/2-hour trip more interesting and to heighten our appreciation of the power and pointing ability of *Heritage*. It was a beautiful day with 8-12 knots of wind and small seas.

About 3 p.m. fifteen of us — plus owner *Even if only for one day in a lifetime, sailing aboard a big classic racing yacht is a thrill well worth pursuing.*



LATITUDE/R

bug, and by the time you're ready to cruise, they will be too.

Finally, there are also a number of more 'personal' reasons why you might want to visit those tropical locations sooner rather than *later*. Men might consider getting out there while they can still parade around with their shirts off without being asked to compete in a beer belly contest; similarly, women who draw compliments when they wear their bikinis today might draw different comments 10 or 20 years from now. Trust the aging staff of Latitude, the bronze god or goddess look doesn't last forever!

Just as every wide-eyed college kid who ever backpacked through Europe came home with a list of favorite places to revisit, foreign charter trips are an ideal first step toward future cruising.

— latitude/aet

Chartering with the Big Boys at Nantucket's Annual Opera House Cup

We jumped on the 6:00 p.m. ferry from Falmouth to Martha's Vineyard and had a rum drink at the bar, knowing it would

Charter vacations can provide an ideal forum for introducing friends and family to sailing. Later they might crew on your circumnavigation!

be 'E Pluribus Unum' — one of many. We were off to race a very special chartered yacht in the Opera House Cup.

Nantucket's annual Opera House Cup is a race conceived by local restaurateurs and wooden boaters that has evolved from an eight-boat rendezvous to a sixty-boat classic regatta showing off some of the finest vessels in New England.

This was my third consecutive year and the plan was to hook up with some old Caribbean friends — natives of Boston and Charleston, South Carolina. They always do all the organizing. All I'm required to do is show up with a thirst and plenty of dough, which you need in Nantucket.

This year we were chartering *Heritage US 23*, designed and built by Charlie Morgan for the 1970 America's Cup. *Heritage*, along with *Valiant US 24*, were the last wooden 12 meters built in the U.S.

even tried solids!

Morning brought overcast skies and foggy eyes. But aspirin, bagels and Budweisers remedied some of our symptoms. The 11 a.m. start was perfect with 10-12 knot winds.

Heritage had been altered to a mast-head rig, and thus wasn't allowed to start with the other 12s in Class B (*Gleam*, *Easterner*, *American Eagle*, *Valiant*, *Weatherly*). So ours was the last start with — among other notables — *Shamrock V*, the 120-ft J-Class boat built for Sir Thomas Lipton's 1930 America's Cup campaign.

The beam reach starts are meant be relatively non-aggressive; just pick a lane and stay in it. We chose a good spot, but *Shamrock* lurked on our port side. "Just make it quick," we pleaded. She drove over



COURTESY INTERNATIONAL YACHT RESTORATION SCHOOL/ONNE VAVDERWAL

The various gaff rigs and schooners with long waterlines all hung in there until we hardened to a portside close reach and waved goodbye to *Shamrock* as she disappeared ahead into the fog.

The third leg was a beat, where we were able to really stretch it out on the old-timers, and we went to GPS and compass courses as the fog obscured the rest of the fleet. Beers and long-winded stories filled the middle legs of the race, but on the fifth and final leg we spied a boat upwind of us through the fog.

"Ha!" It was *American Eagle*, the twelve meter we chartered two years earlier. We'd take great pleasure in beating them over the line, despite spotting them ten minutes at the start.

At 62.5 feet overall, 'Heritage' is a lean, mean, racing machine. The last of the wooden 12-meters, her double-plank construction — of Sitka spruce over cedar — has kept her rock solid for 27 years, and she still has a lot of fury left in her.

Renewed enthusiasm got our burly grinders (average age 47) going, so we played shifts and the GPS up the final leg. Grinding tested our cardiopulmonary systems, but we gained steadily. Unfortunately, though, we ran out of course as we saw the committee boat appear to port and the mark to starboard, with *American Eagle* still 200 yards ahead.

Then, inexplicably, *Eagle* steered up, leaving the pin to port and failing to cross

Viewing the 'scenery' at Nantucket must have been as incredible as the racing. Seen here is the immaculate J-Class boat 'Shamrock V'.

us blocking out the sunlight like the spaceship in "Independence Day." As she rolled by, we hardened up to take her port quarter and pestered her the whole first leg.



STEVE GREALISH

circumnavigators, plastic surgeons, retired smugglers, bluebloods, Halsey Herreshoff and Joe Varnish partied heavily. The race video showed Ted Kennedy at the finish grimacing when he realized he'd gone the wrong way. His face was crimson with embarrassment.

We were happy with our third in class, eighth in fleet finish, but we're already plotting how to improve next year.

— Steve Grealish
San Francisco

Ed. note: For charter information on Heritage, contact Jeffrey Barrows/HYC, Inc., PO Box 49, Salem, MA 01970 (508) 741-0595.

Provisioning, Down East Style: The Lobster-a-Day Diet

The happy bunch of sailors pictured below had just concluded a wonderful week-long flotilla charter in Maine. It was September 1996 when we checked out our boat from Bay Island Yacht Charters of Rockland, Maine. For seven days we sailed on Penobscot Bay and adjoining waters on their second annual flotilla cruise. It was a delight visiting a part of the USA that I had never been to before and sailing with seven other boats.

The timing of this mid-September cruise made for good weather (only one

ster fishermen. Without a doubt I'd rate it as the best sailing vacation I've ever had.

Sailing in Maine is definitely not a no-brainer. You need to play close attention to navigation as the place is all rock and some of those rocks are not too far beneath the surface. But, with basic plotting skills (and attention to navigation aids) there should be no mishaps.

Some people prefer to see this area as passengers aboard the area's famous 'Windjammers'. We were quite happy to sail near quite a number of those classic vessels. Still, in my opinion, bareboating was much more enjoyable. Being part of the flotilla cruise was a plus — among other things we looked forward to the daily happy hours.

For anyone interested in gorgeous scenery, good sailing, not a lot of hot sun and plenty of fresh lobster, Maine is the place to go. Boating occurs during a very short season, however, so it's important to book early. We found September to be the ideal month — think about it for next summer's chartering plans.

—john stashik

Charter Notes

The biggest news we've heard this month in the 'world of chartering' is that New Zealand based Island Rover Yacht Charters will soon offer bareboats in the



STEVE MILLER

Peaceful pastoral scenes like this make 'Downeast' cruising a feast for the eyes, while a daily dose of lobster satisfies the palate.

day of rain) — cool and comfortable. Wind was sufficient to sail on almost every leg of the journey. The scenery was fantastic as was the fresh lobster we ate every evening — bought directly from the lob-

northern islands of Vanuatu.

This is the remote group of South Pacific islands that brought us the original bungee jump — although the young men of Pentacost Island who jump from towers with vines tied to their legs are completing a right of passage rather than looking for a thrill.

the finish line. After a moment of panicked indecision — there were dozens of power boats hovering around the line — we all agreed that *Eagle* had turned the wrong way. We crossed the line and got the horn with *Eagle* following a minute later.

Everything was clarified when we saw who was driving: Ted Kennedy!

Some of our crew made some choice remarks regarding Ted's right/left dilemma and his previous driving record, but fortunately the senator was out of earshot.

Then it was on to the party where an eclectic group of wooden boat lovers, solo

WORLD OF CHARTERING



COURTESY GPSC

It's like that in Vanuatu — still quite primitive. Although some islands have fine resorts, the sailing grounds are among the least traveled in the Pacific. Superb diving and snorkeling are among Vanuatu's most attractive attributes.

The company is expected to have four

Summer sailing in Greece can bring light winds or powerful 'meltemis'. Here, a GPSC yacht reaches toward her landfall under sunny skies.

boats on site next May and is already taking reservations. Call 011-64-9-424-7793; fax 011-64-9-424-3260; or email sailirc@voyager.co.nz.

Meanwhile, would-be South Pacific bareboaters might want to check out Corsair Airlines of Oakland, which offers charter flights to Tahiti for \$599 round trip. Also, Air Tahiti is soon to be offering direct flights to and from the states, which should make airfares to French Polynesia generally more competitive.

Even without these changes, many readers fail to realize that you can get to a number of South Pacific cruising destinations for the same money — or less — than it would cost to fly to the Caribbean. Since the price of airfare can make a crucial difference for budget-conscious sailors, we suggest building a good rapport with a savvy international travel agent and asking her/him to alert you when special air deals are offered to the charter destinations on your wish list.

Our article on internet charter marketing last month apparently drew a lot of interest from readers, but we had (at least) one error: an out-of-date web address for GPSC Charters, Ltd., which specializes in Greek sailing vacations. Their new address is a highly logical one — www.gpsc.com.

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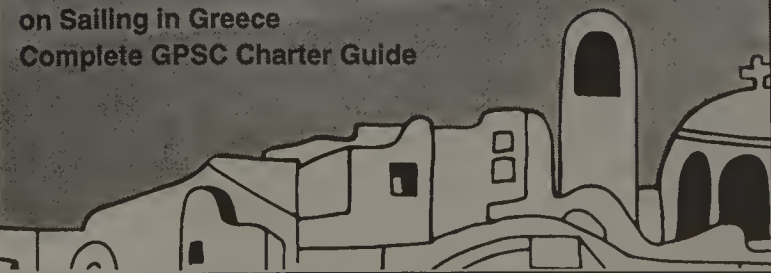
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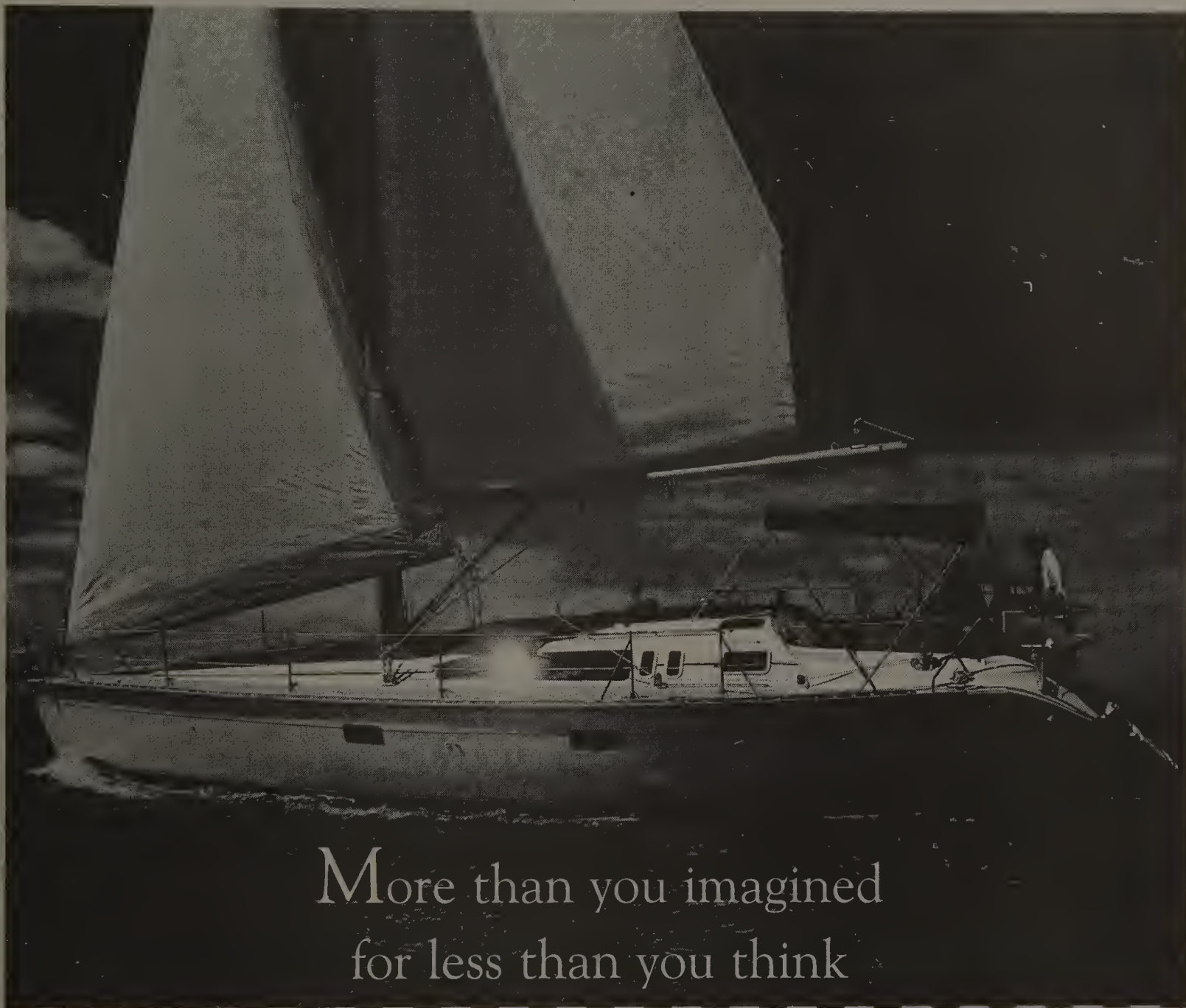
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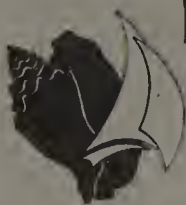
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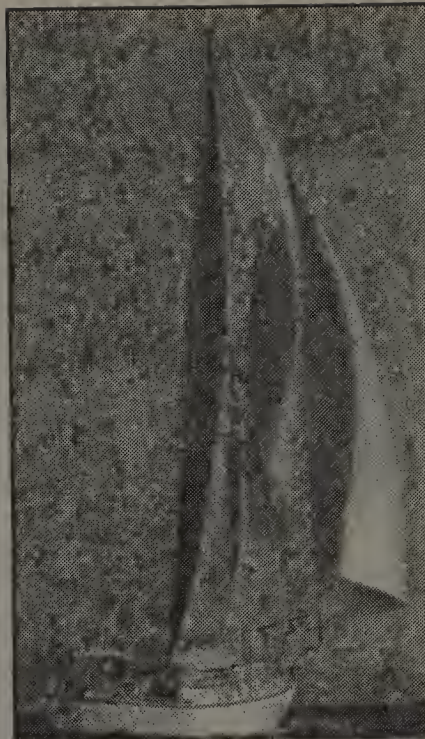
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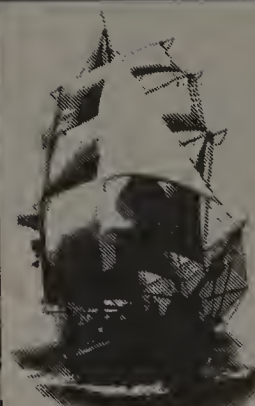
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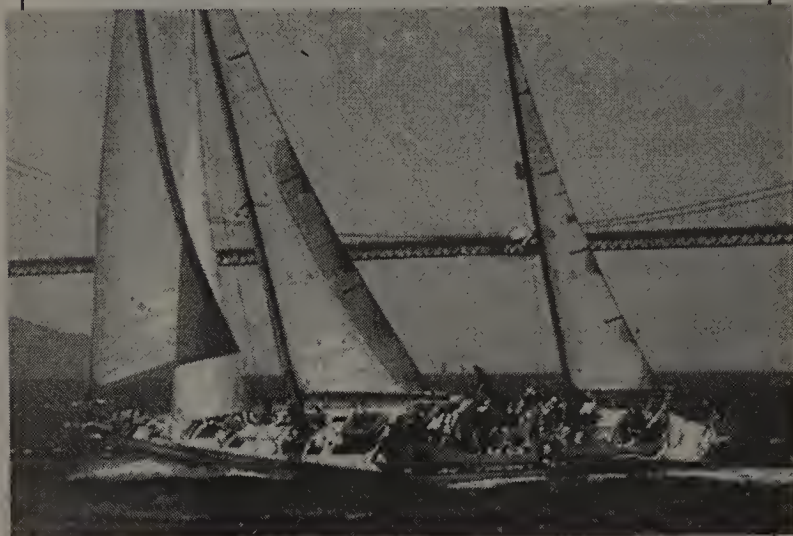
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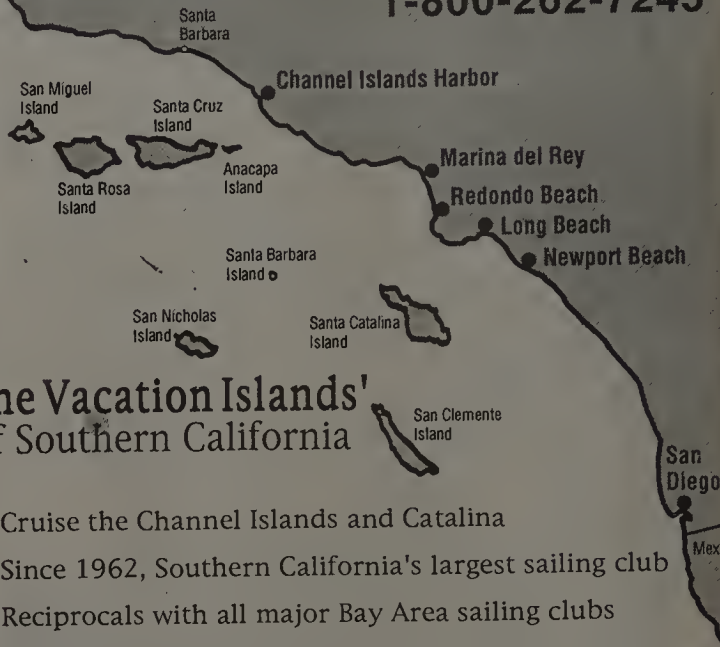
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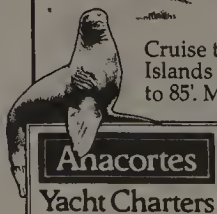
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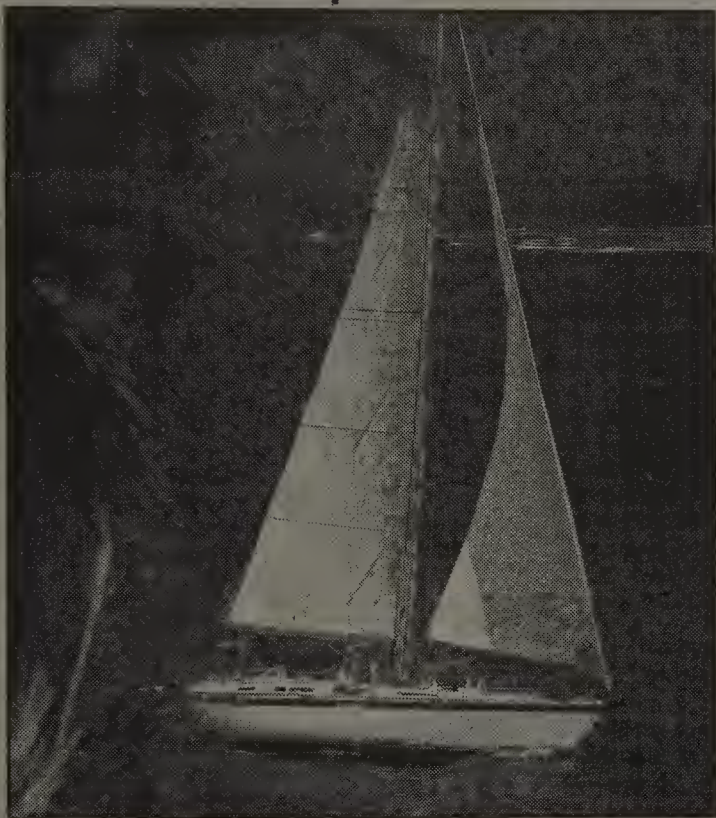


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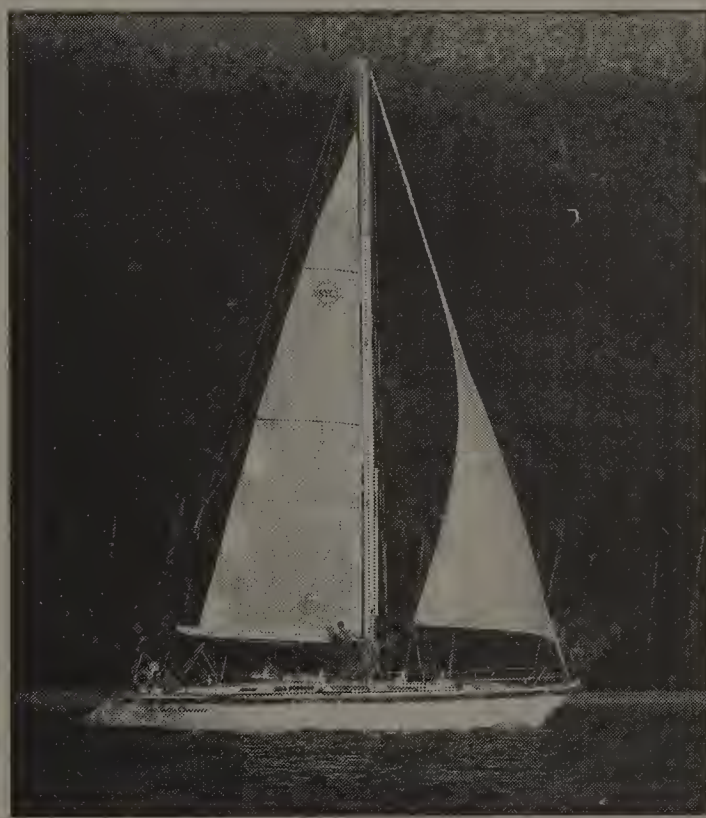


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THE RACING

With reports this month on various **national championships**, the always excellent **Cadillac/North Race Week**, the annual **PICYA Championships**, Mustang Sally's victorious **European road trip**, the **SSS East Bay-Estuary Race**, a quick **Silver Eagle Race**, the **High Sierra Regatta**, a discourse on the merits of **nylon vs. polyester kites**, a bunch of **box scores**, and the usual random jumble of **race notes**.

Nationals Round-Up

At least seven national championships occurred last month in Northern California, but unfortunately we didn't have the resources to cover any of them in detail (our health insurance policy doesn't cover nervous breakdowns). Efforts at cloning ourselves are coming along nicely, however, and we hope to remedy the situation next month with whiz-bang coverage of the I-14 Worlds, FJ Worlds, Europe Worlds, J/24 NAs and any other bigtime events that occur on the Bay.

The important stuff — namely the results of these various championships — follows.

CATALINA 22 (Lake Tahoe, June 22-26):

GOLD — 1) Terry Cobb (*Brainstorm*, Sacramento), 9.25 points; 2) David Hayslip, 15.25; 3) Bob Baker, 27; 4) Gary Preston, 33; 5) Brad Wieland, 34; 6) Roger Shaw, 35.75; 7) Ed Griffin, 43; 8) Gene

EXPRESS 27 (San Francisco YC, July 18-20):

1) *Flying Circus*, Jim Ryley/Dave Hodges, 13 points; 2) *Curses*, Tim Descamps/Scott Easom, 14; 3) *Bessie Jay*, Brad Whitaker, 20; 4) *Chile Dog*, Rich Deveau/Jeff Thorpe, 25; 5) *New Moon*, John Franklin & Carl Schumacher, 30; 6) *Mad House*, Mike DeVries, 33; 7) *Baffett*, Tom Baffico & Forest Baskett, 42; 8) *Sonita*, Craig Page & Bill Melbostad, 45; 9) *Summer Palace*, Bart Harris, 47; 10) *Peaches*, John Rivlin, 48. (19 boats)
(7 races, 1 throwout)

FLYING JUNIOR (Ballena Bay YC, July 19-20):

1) Remco & Guido Sol, Netherlands, 9 points; 2) Michinari Toda/Dal Kanamori, Japan, 11; 3) Hiroki Sekikawa/Hiroki Ito, Japan, 15; 4) Sachio Yoshida/Michiko Takahasi, Japan, 17; 5) Evelyn & Joost van Leur, Netherlands, 17. (18 boats)

INTERNATIONAL 14 (Richmond YC, July 18-20):

1) Zach Berkowitz/Karl Baldauf, San Francisco, 6 points; 2) Gary Gremaux/Chris Hanke, Richmond, 9; 3) Jamie Hanseler/Kris Bundy, Seattle, 16; 4) Ron

Ferguson, 45; 9) Trish Moratorio, 45; 10) Steve Twelves, 54. (25 boats)

SILVER — 1) Chuck Alyea (St. Charles, MO), 8.25 points; 2) Jim Rockwell, 15.5; 3) Don Hare, 16.75; 4) Mark McMasters, 19; 5) Roger Siemens, 22.75. (12 boats)

(7 races, 1 throwout)

The yellow peril strikes for the fourth time! 'Flying Circus' crew Whitney Gilmour, owner Gene Ryley, Dave and Doug Hodges, and Bren Meyer.

Boehm/Pete Mohler, Santa Barbara, 17; 5) Stewart Martin/Mike Brown, Vancouver, BC, 24; 6) Tom Wondolleck/Dave West, Denver, CO, 26; 7) Dave



Bernsten/Warren Seward, Sausalito, 31; 8) Rand Arnold/Lawrence Henderson, El Cerrito, 31; 9) Andrew Bates/Maureen Ford, San Diego, 35; 10) Greg Mitchell/Rick Mills, San Mateo, 49. (18 boats)
(7 races, 1 throwout)

HOLDER 20 (FYC, Huntington Lake, July 17-20):

1) *Mudflap Girl*, Jorge Heguilor, San Diego, 4.5 points; 2) *Shareholder*, Gary Albright, Danville, 13.75; 3) *Hold On!*, Keith Sternal, San Diego, 19; 4) *Calamity*, Jerry Buk, Casper, WY, 26; 5) *H₂O*, Darren Hamm, Las Vegas, NV, 30. (10 boats)
(7 races, 1 throwout)

SC 27 (FYC, Huntington Lake, July 16-18):

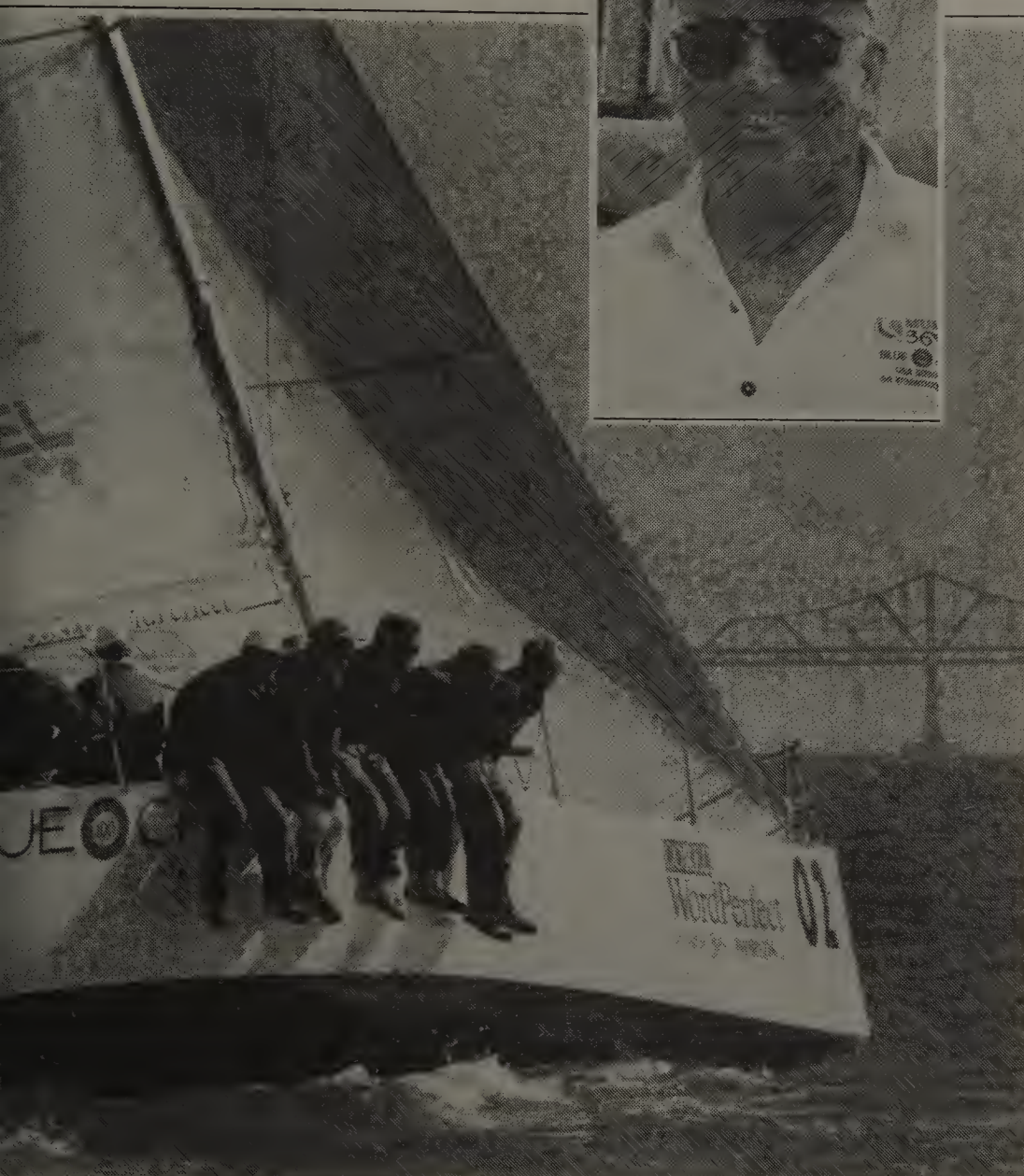
1) *Variety Show*, Rob Schuyler/Roger Sturgeon, SCYC, 20.75 points; 2) *Kokopelli*, Jeff Smith, FYC, 23; 3) *Jersey Girl*, Greg Miller, 31.5, SCYC; 4) *Dynaflo*, Mark Dini, SCYC, 32.75; 5) *Calo*, Andy Carson, SCYC, 34.75. (10 boats)
(8 races, no throwouts)

TUNA 22 (Monterey Peninsula YC, July 19-20):

1) *Tara*, Jim Samuels, 8 points; 2) *Santy Anno*, Greg Caillet, 19; 3) *Serenade*, Sean Lobree, 20; 4) *Cnldarlan*, Ray Ward, 23; 5) *Wind Song*, Danny



LATITUDE/CHRIS



'Blue Chip', seen here at the Mumm 36 Worlds, hit the jackpot at the Cadillac/North Regatta. Inset, owner/driver Walt Logan.

Garcia, 27; 6) *Leprechaun*, Tim Condon, 28.75; 7) *Feisty*, Richard Griffith, 34; 8) *Krash*, Charles Kurtzman, 40; 9) *Surge II*, Charles Roskosz, 40; 10) *Summertime Blues*, Tim McGowan, 49. (12 boats; 5 races)

Cadillac/North Race Week

Walt Logan took his Mumm 36 *Blue Chip* to Long Beach last month and returned home with one of Southern California's most prestigious trophies — the Coast Cadillac Trophy, which is awarded to the winner of the most competitive class at Coast Cadillac/North Sails Race Week. "As one of the smallest boats in Class A, we spent a lot of time tactically on defense," explained *Blue Chip* tactician Seadon Wijsen. "Fortunately, the last day was light and shifty and we were able to capitalize on the conditions to fin-

ish the regatta with a 2-1."

Blue Chip's bullet in the finale was just enough to squeak out a one-point win over *Tabasco* (ex-*Bullseye*), John Wylie's Nelson/Marek 39. Ross Ritto's Farr 40 *High 5*, steered by J.J. Isler, took third place, one point further back. Only seven points separated the top six boats in this class.

In addition to Wijsen, Logan's crew included Eric Arndt, Dennis George, Josh Josephson, Ben Wells, Alice Ghiridelli, Steve Marsh and Hogan Beatie. Arndt had just returned from Italy where he was part of the crew that won the Mumm 36 World Championship on *Thomas I Punkt*. "Eric was very helpful in getting the rig tuned and dialing in our boatspeed," Wijsen commented.

The recently renamed Coast Cadillac/North Sails Race Week is always Southern California's best-attended keelboat regatta. This year, the first two days provided typical Long Beach conditions with

flat water and winds in the mid-teens. On the final day however, the winds veered to the south and lightened, and the water developed some very nasty bumps. All of this served to shake up the standings for the 134 boats racing in nine PHRF and one design classes.

The changing conditions didn't seem to make any difference to Joe Londrigan and the crew of his Melges 24 *Big Monday*. Londrigan showed up at the regatta the day after he'd won the Star Class North American Championship, and was still blazing hot. He posted four straight bullets in this 24-boat class before going into a conservative mode in the last race and finishing fourth. His consistent series gave him a nine-point victory over former Snipe sailor Argyle Campbell, who recently joined this competitive class.

Mick Schlens celebrated his birthday by winning PHRF B, but it wasn't easy. In the light going of the final race, Schlens' Express 37 *Blade Runner* port-tacked the fleet at the start to get a big jump, which contributed to his one-point class victory.

In the J/35 class, it looked like Steve and Barney Flam's *Flambouyant* had a comfortable lead in the final race until they picked up a huge mound of kelp. Flossing did not clear the vegetation, so the Flams backed down their boat. With the foils finally clear, they struggled back to sixth place just 50 yards before the finish line — good enough for a first place tie. The regatta's tie-breaking provisions gave *Flambouyant* the first place crystal over Bob and Kathy Patterson's *Fast Lane*.

— tom leweck

Class A — 1) *Blue Chip*, Mumm 36, Walt Logan, 18 points; 2) *Tabasco*, N/M 39, John Wylie, 19; 3) *High Five*, Farr 40, Ross Ritto, 20; 4) *It's OK!*, Andrews 43, Lew Beery, 23. (13 boats)

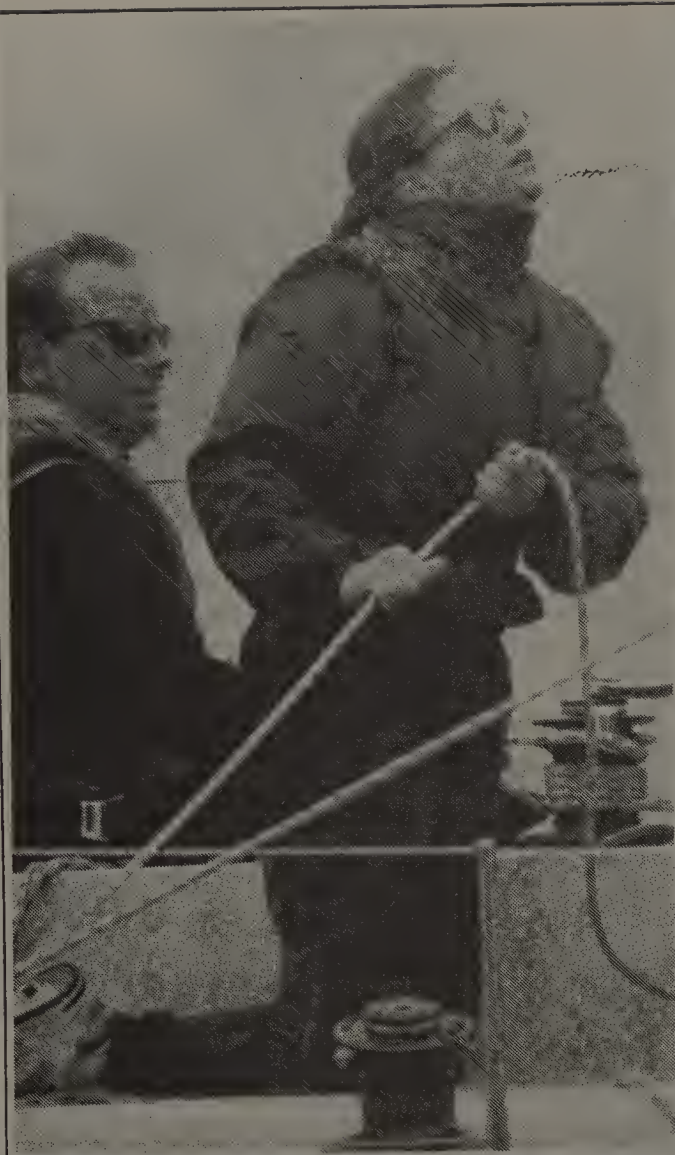
Class B — 1) *Blade Runner*, Express 37, Mick & Marlene Schlens, 14 points; 2) *White Knight*, Farr 40, Phil Freedman, 15; 3) *Indigo*, J/120, Scott Bimberg & Bruce Wallerstein, 20; 4) *Pendragon*, Davidson 44, David Gray, 23. (15 boats)

Class C (Melges 24 Western Open) — 1) *Big Monday*, Joe Londrigan, 8 points; 2) *Rock & Roll*, Argyle Campbell, 17; 3) *Rush*, Chris Snow, 19; 4) *Sea Monster*, John Oldham, 22; 5) *Incubus*, David Wagbrook, 36. (24 boats)

Class D (Schock 35 PCCs) — 1) *Mischief*, Carolyn Hardy, 12 points; 2) *Wings*, Dennis & Sharon Case, 21; 3) *Chayah*, Oscar Krinsky, 22; 4) *Outlier*, Dick Schmidt & Gwen Gordon, 34; 5) *Pirinha*, David Voss, 35. (19 boats)

Class E (J/35) — 1) *Flambouyant*, Steve & Barney Flam, 12 points; 2) *Fast Lane*, Bob & Kathy Patterson, 12; 3) *Incisor*, Benny Dwire & John Plander, 14. (8 boats)

Class F (Olson 30) — 1) *Intense*, Allen Rosenberg, 10 points; 2) *Blue Star*, Larry Spencer, 15; 3) *Vendetta*, Crash Richau, 18. (10 boats)



Class G — 1) **J-Bird**, J/105, Dave Janes & Dave Wilke, 19 points; 2) **Discover**, C&C 36XL, Peter Conley, 23; 3) **Strider**, J/35-C, John Grether, 24; 4) **Sorcerer**, NY 36, Bill McKeever & Dennis Rosene, 26. (14 boats)

Class H — 1) **Speedy Gonzales**, J/92, Bob Steen & Chris Winnard, 16 points; 2) **Miss Ali**, Adhara 30, Dan Harlan, 19; 3) **Pendragon**, Davidson 34, Jay Steinbeck, 21; 4) **Abracadabra 2**, Antrim 27, Kame Richards, 25. (13 boats)

Class I — 1) **Prophet**, Laser 28, Cliff Stagg, 12 points; 2) **Off**, Farr 30, Rico Braggins, 13; 3)

Jezabelle, B-25, Kevin Wolfe, 24; 4) **Ravage**, Custom 33, Team Ravage, 24; 5) **I'll Go**, Chaser 29, Don Preston, 28; (18 boats)

Coast Cadillac Trophy — **Blue Chip**.
Yacht Club Trophy — Alamos Bay YC
(**Flambouyant, Vendetta, Chayah**).
Lydia Kent Family Trophy — **Intense**.

PICYA Championships

The Pacific Inter-Club Yacht Association's annual championships, held on the grayish weekend of July 12-13 out of

St. Francis YC, were once again a cozy affair despite the debut of a new division for little boats. Only 16 entries, representing eight different clubs, attended the moderately windy three-race 'All Star Games'. St. Francis YC won two of the titles, while San Francisco YC and Encinal YC took one each. If there were a participation award, it would have gone to Richmond YC, the only club organized enough to field an entry in each of the four divi-

RACING SHEET



Gray day at the ill-attended Lipton Cup, with bonus Elvis sighting. All photos 'latitude'/andy.

sions.

Pat Nolan's J/42 *Je T'Aime* took home the Lipton Cup, but just barely. Chris Corlett and his 'hit squad' (Nolan, Glenn Hansen, Peter King, Josh Alexander, Joe McCoy, Bob Daniels, Joan Burleigh, Mike DeFrank, JT Tung and Chris Ackerman) lost the first race to *High Risk* by a minute

and a half, but came back to win the next heavier-air race by 16 seconds. Sunday's finale was essentially a match race with *High Risk*, which they won by 13 seconds on corrected time. "It definitely could have gone either way," said Nolan. "But I think we just sailed better when the pressure was on. We also put a lot of effort into winning the regatta beforehand — removing the extra cruising gear, getting some new Quantum sails, new adjustable leads,

a bottom job and so on."

Screamer, Dick Horn's modified Capo 30, had her way with the Larry Knight class, posting three straight bullets. "The first race was close — three seconds on corrected time — but the rest of it was pretty easy, especially after *Insufferable* dropped out," noted driver Seadon Wijsen, whose St. Francis team consisted of Horn, Seamus Wilmot, Steve Marsh, Chris Hackett, Dennis George, Ernie Rodriguez and Darin Buchalter. Likewise having a cakewalk in the Little Lipton was another St. Francis entry, the J/24 *Cool Breeze*. Helmsman Phil Perkins, his wife Eileen, John Hunt, Peter Scott and Steve Pugh rattled off three more bullets to win this division for the second year in a row.

The first name engraved on the new Commodore's Trophy will be Tim McGowan's Santana 22 *Summertime Blues*, representing San Francisco YC. Tim sailed with his brother Michael, Steve Enzensperger and Olympic medalist Jim Barton. The dinghy portion of the PICYA championships was held on June 28 at Sequoia YC, with Andrew Holdworth winning the Chispa Trophy (Lasers) for St. Francis YC and Brendan Daly of Santa Cruz taking first in the Youth Regatta (El Toros).

LIPTON (48-84) — 1) Je T'Aime, J/42, Pat Nolan/Chris Corlett, EYC, 3.5 points; 2) **High Risk**, Smith 43, Jim Mizell/ Norman Davant, StFYC, 4.75; 3) **Sweet Okole**, Farr 36, Dean Treadway, RYC, 10; 4) **Re-Quest**, Express 37, Glenn Isaacson, SFYC, 11. (4 boats)

LARRY KNIGHT (115-150) — 1) Screamer, Capo 30 mod., Dick Horn/Seadon Wijsen, StFYC, 2.25 points; 2) **Leda**, Lapworth 36, David James, SFYC, 8; 3) **Uno**, WylieCat 30, Steve Wonner, AYC, 9; 4) **Ixxis**, Olson 911-S, Ed Durbin, RYC, 10; 5) **Insufferable**, N/M 30, Peter Rookard, EYC, 17. (5 boats)

LITTLE LIPTON (162-198) — 1) Cool Breeze, J/24, Phil Perkins, StFYC, 2.25 points; 2) **Predator**, Hawkfarm, Vaughn Seifers, RYC, 6. (2 boats)

COMMODORE (202-238) — 1) Summertime Blues, Santana 22, Tim McGowan, SFYC, 3.5 points; 2) **Soliton**, Santana 22, Mark Lowry, RYC, 4.75; 3) **Albacore**, Santana 22, David Demarest, CYC, 9; 4) **Yachtsea**, Santana 22, Joseph Schmidt, SYC, 14; 5) **Faster Horses**, Ranger 23, Jon Rolien, PYC, 14. (5 boats)

Sally Wows the Crowd

On Friday, July 11, 185 yachts started RORC's 155-mile sprint from Cowes to St. Malo. When it was over, to everyone's amazement, the only American entry in the race had won Class IV. What made this feat particularly amazing to the European contingent is that the entry was *Mustang Sally*, Bill Siegel's WylieCat 30 — a catboat!

The fleet was divided into six classes,

THE RACING

including one for multihulls, one 16-boat IMS division and two Channel Handicap System divisions. (For more on CHS, see this month's *Max Ebb* — Ed.) CHS, currently gaining popularity in Britain and the rest of Europe, is popularly thought to favor smaller boats. It obviously helps them when the racing is slow.

At 10 a.m. on the day of the start, there was virtually no wind in the Solent off Cowes. The entire fleet motored westward off the start range and attempted to judge the fast-flowing favorable current so that they could shut down at the five minute gun and still be on the right side of the line at the start. Even more bizarre, a very gentle apparent wind was generated by this drift, causing the fleet to 'sail' northward across the track until the wind finally came up out of the south about an hour after the start.

Mustang Sally had a fortunate start. We turned off our engine and assumed a course, filling our single large mainsail with the current-generated wind and — incredibly — leading the entire fleet, including the multihulls which started two minutes earlier, across the line. Because the wind was so light, all 185 boats looked like one class behind us. The downside of such a start in a small boat is that one is doomed to watch most of them sail past later on!

On board for this event were a Bay Area contingent consisting of Siegel, Norman Martin, Nancy Potter and Warwick Tompkins. Martin and Tompkins sailed with Siegel in the '95 Tahiti Race aboard his former boat, the Swan 36 *Viva*, while Potter is an active racing member of the St. Francis YC.

Understanding the currents, which run from half a knot to five knots, is clearly the key to racing success in these waters. The available information is indexed to high water at a number of different locales — Portsmouth, Dover and Cherbourg are a few. Complicating the equation are the different local times employed, and at some point you have to pick either British Summer Time, French Summer Time, or Greenwich Time.

Aboard *Mustang Sally*, we used BST and charts based on Portsmouth tides for the Solent, and Cherbourg tides for the Channel and the passage around the Channel Islands.

Following a current-aided slow sail down the Solent in a building Southeast-erly breeze, the fleet began short-tacking to the southwest along the Isle of Wight. The day by this time was cool, but sunny, the sea smooth. On exiting the Solent, the wind had swung to the southwest, where it remained for most of the race, averag-



COURTESY MUSTANG SALLY

Owner with a loaner: 'Mustang Sally's winning crew of Nancy Potter, Bill Siegel, Norman Martin and Commodore Tompkins.

ing less than 10 knots and never going over about 14.

And always, there was the current. The first afternoon, what small lead we had built up began to fade as we beat up the shore in increasingly favorable current. One by one, our competitors peeled off for the French shore, enjoying a strong westerly-setting current under their lee bows. The channel current was strong enough that our VMG, when we split off from the Isle of Wight at Ventnor, was very nearly the desired course. This happy situation lasted until the current changed about six hours later, at which point our VMG suddenly veered to 45 degrees below our heading.

The entire fleet assumed starboard tack, spread from SW to SE over perhaps 10 miles, heading toward France in winds which reached 14 knots shortly before dark, which arrives at 2200 BST at these latitudes. Two thirds of the way across the channel, the wind fell away to just 3-5 knots, the current began to set to the east, and boats occasionally were seen tacking away to the west, directly into the current. On *Mustang Sally*, we elected to sail on, eventually raising Cherbourg, far east of our desired track.

As the lights of Cherbourg faded with the dawn, many boats became visible. Most were Class III boats, which were rated faster than us. That was an encouraging sign. Through early afternoon we raced under gentle but near ideal condi-

tions against boats all around us from horizon to horizon. We lost our favorable current off the coast of Guernsey, and spent most of the daylight hours stemming a two-knot head-current as we beat south toward St. Malo. All afternoon, the wind was 6-10 knots with billiard table-smooth water — very good racing.

After 39 hours of racing, we finished at about 2 a.m. local time on July 14 — in the midst of revelry on Bastille Day. At the finish, we were in the middle of a seven-boat cluster with whom we had raced the preceding eight hours in nearly ideal conditions!

The awards ceremony was held inside the ancient walled city of St. Malo the next morning. Trophies were awarded for all classes. Well, almost all. After Siegel ascended the stage and shook hands with the assembled yacht club and city officials, they discovered our trophy wasn't there! Siegel subsequently borrowed a trophy to be photographed with his crew.

Mustang Sally won her class and had the seventh best corrected time in fleet. She finished just an hour and 20 minutes behind the corrected time winner overall. All told, it was a most gratifying experience, and very satisfying for the only American entrant to win on Bastille Day.

But perhaps even better, Siegel had so enjoyed a previous trip to St. Malo that he bought a house there. He'd used the race as the final leg of a long journey (mostly by trailer and cargo ship) home!

— commodore tompkins

SSS East Bay-Estuary Race
Forty-eight boats — traditionally the

smallest turnout of the five 'regular' SSS races each year — sailed in the Single-handed Sailing Society's 25-mile East Bay-Estuary Race on July 12. The course was from the Berkeley Circle to the Brothers, back to Southampton, to Little Harding, and then up the Estuary to finish in front of the Oakland YC. As usual in an SSS race, just about every type of boat imaginable entered, and they were treated to the full gamut of sailing conditions.

"This race proved that PHRF ratings actually do work sometimes," mused SSS Commodore Paul Miller. As evidence, he noted that the top two singlehanders, *Impossible* and *TGTITW* ("The Greatest Thing in the World"), corrected out just one second apart after five hours of racing! Third and fourth overall among the singlehanders, *Mirage* and *Bird*, were just 45 seconds apart, while the overall winner of the doublehanders, Colin Moore's *Wabbit Kwazy*, was just one minute ahead of Miller's wooden *Rozinante Honalee* despite beating the latter across the line by 55 minutes.

That's close racing!

SINGLEHANDED GROUP:

DIV. I (multihull) — 1) **Sundowner**, Buccaneer 33 tri, Joe Therriault. (3 boats)

DIV. II (PHRF < 126) — 1) **Bird**, Swede 55, David Poole. (3 boats)

DIV. III (127-168) — 1) **Mirage**, Black Soo, Ben Mewes; 2) **Alchemy**, Olson 25, Dr. Joe Kitterman. (5 boats)

DIV. IV (169-up) — 1) **Impossible**, Ranger 23, Gary Kneeland; 2) **TGTITW**, Santana 22, Jeffrey Brown. (4 boats)

DIV. V (non-spinnaker) — 1) **Bumpy**, C&C 35 Mk. II, Rich Wideman; 2) **Berserker**, Ericson 38, Mark Deppe. (5 boats)

DOUBLEHANDED GROUP:

DIV. I (multihull) — 1) **Pegasus**, F-27, Andrew Pitcairn. (1 boat)

DIV. II (PHRF < 126) — 1) **Kwazy**, Wabbit, Colin Moore; 2) **Wet Bunns**, Wabbit, Bill Gardner; 3) **Lime-light**, J/105, Harry Blake. (8 boats)

DIV. III (127-169) — 1) **Silkye**, WylieCat 30, Steve Seal; 2) **The Usual Suspects**, Merit 25, Steve Zevanove; 3) **Barking Dog**, Olson 25, Jeffrey Kroeber. (6 boats)

DIV. IV (169-up) — 1) **Honalee**, Rozinante, Dawn Miller; 2) **Shazaml**, Santana 22, Bud Sandkulla; 3) **Nanook**, Ranger 23, Rilla Jane Jepsen. (9 boats)

DIV. V (non-spinnaker) — 1) **Bacarat**, Peterson 34, Dave Reed/Susan Cowderoy; 2) **Leilani Too**, Catalina 36, Jay Capell. (5 boats)

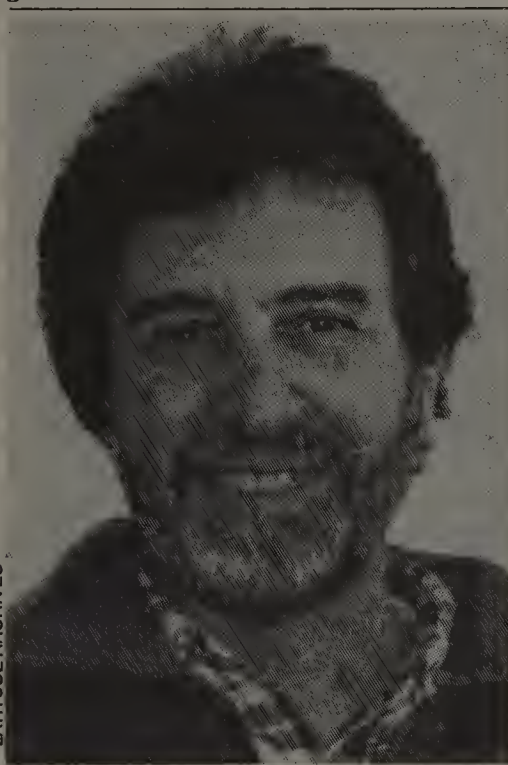
Silver Eagle Race

"We won? You're kidding," said Tim Stapleton, who skippered the J/105 *Jose*

Cuervo to overall victory in Island YC's speedy Silver Eagle Race on July 19. "Boy, will Sam (Hock) be surprised!"

Turns out that Hock, the boat's owner, was up in the Sierras for the month and had lent the boat to Stapleton, Mike Magruder, Gregg Wrisley, Doug Partridge and Ken Richards. "The charter fee is still being negotiated," said Stapleton, "but I think we'll settle on the usual bottle of tequila." The gang will also have to pay for repairing the spinnaker, which blew up at the tack while running in 30 knots down San Pablo Bay. "It got a little windy near the end," allowed Stapleton. "I had brought along a great dinner, but we were too busy to eat it until we were at the dock afterwards."

Finishing first in the 34-boat fleet was Serge Pond's custom cat *Rocket 88*, which zipped around the 75-mile course in 7:27:26. That's fast, but nowhere near their own record time of five hours, 48 minutes, set in 1995. First monohull home was Sy Kleinman's *Schumacher 54 Swiftsure II*, which crossed the line just after 7 p.m. after 9:08:26 on the race track. "It was a lot more physical than last year," observed *Swiftsure* driver Chris Corlett. "We stopped and started the race about five times, and saw winds from 0-30 knots. We were constantly changing gears."



LATITUDE ARCHIVES

Perhaps not coincidentally, the top two boats in the fleet — *Jose* and *Silkye*, Steve Seal's WylieCat 30 — were probably the easiest to sail, which allowed their crews to focus on the tactics of this challenging Bay tour. "We didn't have a lot of sail

choices to make," admitted Stapleton. "And with lots of reaching and not much running, it was the perfect race for the boat."

DIV. I (PHRF < 99) — 1) **Jose Cuervo**, J/105, Tim Stapleton; 2) **Revs**, Ross 35, Jeff Gething; 3) **Yucca**, 8 Meter, Hank Easom; 4) **Swiftsure**, Schumacher 54, Sy Kleinman; 5) **Dolphin Dan**, SC 50, Dave Sallows. (12 boats)

DIV. II (100-150) — 1) **Silkye**, WylieCat 30, Steve Seal; 2) **Sabra**, WylieCat 39, Michael Katz; 3) **Joe Doe**, Olson 911-S, Bob Izmirian. (8 boats)

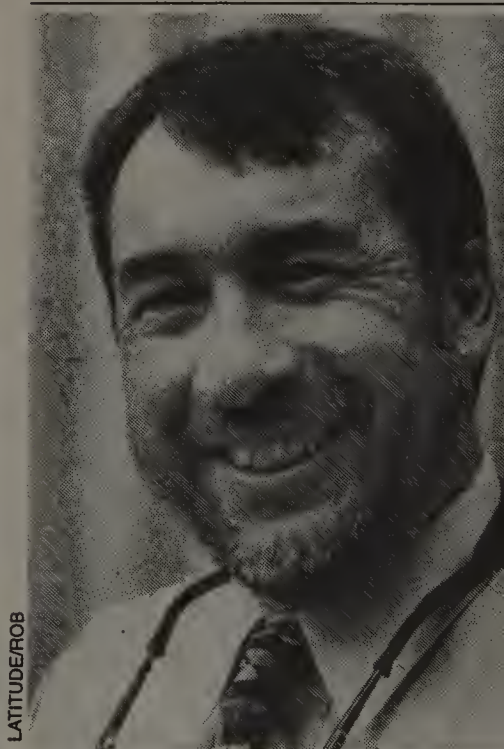
DIV. III (151-up) — 1) **Dulcinea**, Killerwhale, M. Mathiasen/Bill Pritchard; 2) **Grenadier**, Contessa 30, Paul Osborn. (6 boats)

DIV. IV (multihull) — 1) **Pegasus**, F-27, Andrew Pitcairn; 2) **Erin**, Antrim 30+, Dan Buhler; 3) **Dance**, Cross 45, Bill Maudru. (8 boats)

OVERALL — 1) **Jose Cuervo**; 2) **Silkye**; 3) **Revs**. (26 monohulls)

High Sierra Regatta

Normal conditions prevailed for both weekends of Fresno YC's annual High Sierra Regatta, held 7,000 feet up in the Sierras on beautiful Huntington Lake. The air temperature was 85 degrees, the wind blew between 8-12 knots with occasional higher puffs, and there was scarcely a cloud in the sky. In short, it was perfect



LATITUDE/ROB

This year's Silver Eagle sea gods: Winner Tim Stapleton (above, dressed for success) and runner-up Steve Seal (left).

"This is always the best event on the Latitude Circuit, both for sailing and camping," noted veteran Holder 20 sailor Gary Albright. "I just love it up here."

Albright, among others, always stays at least an extra day afterwards to enjoy

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the gorgeous setting. Other sailors come for both weekends, spending the weekdays between the racing playing on the lake. The Moore 24 fleet, in particular, came to play: one owner was spotted with no less than four auxiliary boats strapped to his tow vehicle, including a 49er. Meanwhile, two fleets — SC 27s and Holder 20s — used the weekdays to hold their Nationals.

"The second weekend was a lot livelier," noted Dave 'The Mayor' Mosher. "The keelboat crowd always parties better than their dinghy counterparts." Mosher, incidentally, was grinning ear-to-ear after edging out builder and class guru Tom Schock in the Santana 20 competition. "We absolutely kicked his butt!" joked Dave. "Actually, Tom would have had three bullets if not for a PMS. We kind of backed into winning — but, heck, I'll take it!"

Attendance at the High Sierra Regatta was a bit lighter than usual this year, possibly due to scheduling conflicts as a result of switching back to a two weekend format from three. Some classes that traditionally sail in this regatta weren't there, and rumors of a 'bootleg' third weekend for 505s, 49ers and maybe Fireballs were circulating.

WEEKEND #1 (July 12-13):

OPEN MULTIHULL — 1) Russell Duncanson, Hobie Miracle, Fresno Fleet #62; 2) Steve Sherry, Sea Spray, Lakeshore. (7 boats)

LASER — 1) Billy Pierce, Morro Bay YC; 2) Chris Boome, Palo Alto YC; 3) Sharon Denning, StFYC. (10 boats)

LASER II — 1) Tom Armstrong, Sierra Sailing Assn. (2 boats)

C-15 — 1) Benny Schegler, ABYC; 2) Walt Prue, PMYC. (7 boats)

SAN JUAN 21 — 1) Ruth Barcus, FYC; 2) Jerry Hansen, FYC; 3) Arnold Aalto, FYC. (11 boats)

DAY SAILER 'A' — 1) Ed Grissetti, SJSC; 2) Charles Wilson, SCYC; 3) Len Fiock, SCYC; 4) John Field, SCYC; 5) Al Hersey, Saratoga. (21 boats)

DAY SAILER 'B' — 1) David Field, Assn #56; 2) Gordon Harvey, FYC; 3) Phil Minnehan, FYC. (9 boats)

LIDO 14 'A' — 1) Chris Raab, Gardena; 2) George Szabo, SDYC; 3) Stu Robertson, LBYC; 4) Bob Yates, Lido Isle YC; 5) Ken Campbell, Mission Bay YC. (24 boats)

LIDO 14 'B' — 1) Pat Rygh, Morro Bay YC; 2) Jim Stormes, ABYC; 3) Garry Schafell, SBYRC. (12 boats)

WEEKEND #2 (July 19-20):

MOORE 24 — 1) Joel Verutti, SCYC, 4.75 points; 2) Jim Maloney, SCYC, 7.75; 3) Doug Frolich, StFYC, 10; 4) George Wheeler, Pacific Grove, 10.75; 5) Syd Moore, SCYC, 16. (15 boats)

VICTORY 21 — 1) Chuck Phillips, FYC, 3.5 points; 2) Tom Leonard, FYC, 4.75. (7 boats)

SANTANA 20 — 1) Dave Mosher, FYC, 4.75 points; 2) Tom Schock, Newport Beach, 10.5; 3) Rick

Harvey, Fresno YC, 12; 4) Nick Rau, FLYC, 12. (9 boats)

LASER, JR. — 1) Annsley Mosher, Morro Bay YC, 2.25 points; 2) Chris Duncanson, FYC, 8; 3) Courtney Phillips, FYC, 11. (9 boats)

HOLDER 20 — 1) Jorge Heguilar, San Diego, 2.25 points; 2) Keith Sternal, Mission Bay YC, 10; 3) Jerry Buk, Casper BC (Wyoming), 11; 4) Jim Rosaschi, Nevada YC, 14. (10 boats)

THISTLE — 1) Ron Smith, NoYC, 4.75 points; 2) Dean Iwahashi, FYC, 6.75; 3) Dave Keran, FYC, 7.75. (9 boats)

WABBIT — 1) Kim Desenberg, RYC, 4.75 points; 2) Colin Moore, RYC, 7.75. (6 boats)

PHRF-A — 1) Nat Gildersleeve, Olson 25, FYC, 3.5 points; 2) Ralph Wessel, J/24, FYC, 8; 3) Jeff Smith, SC 27, FYC, 8.75; 4) John Scarborough, J/24, FYC, 13. (14 boats)

PHRF-B — 1) Lewis Wagoner, Coronado 25, FYC, 2.25 points; 2) David McEwen, Capri 22, FYC, 8; 3) Wade Behling, Capri 22, FLYC, 12; 4) Pat Magan, Capri 22, FYC, 13. (12 boats)

Nylon or Polyester? Ask Your Doctor

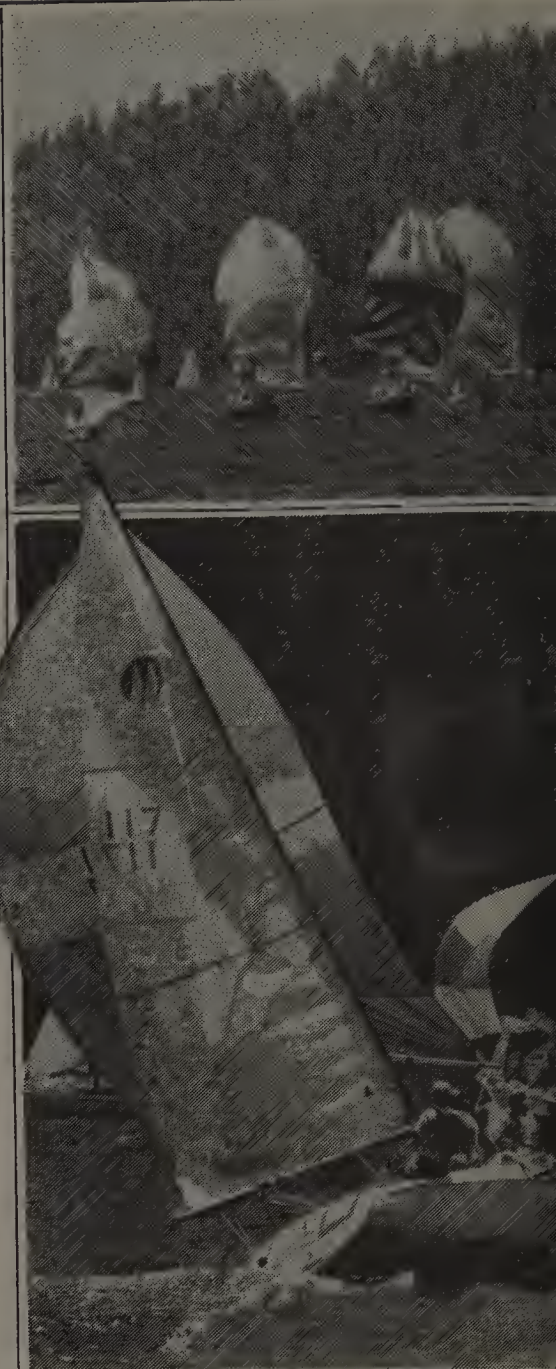
You've arrived at the weather mark gnawing on the heels of your arch nemesis. All winter long, he's been slapping you and your crew around the race course like the schoolyard bully you're certain he was all those years ago. But now, through patience, diligence and practice, he's about to receive his comeuppance.

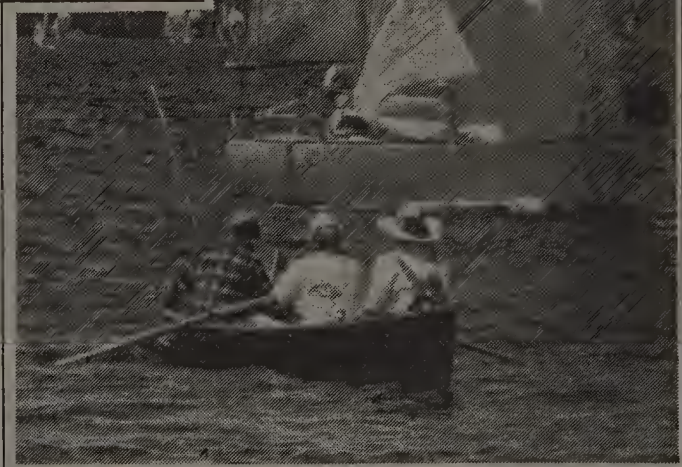
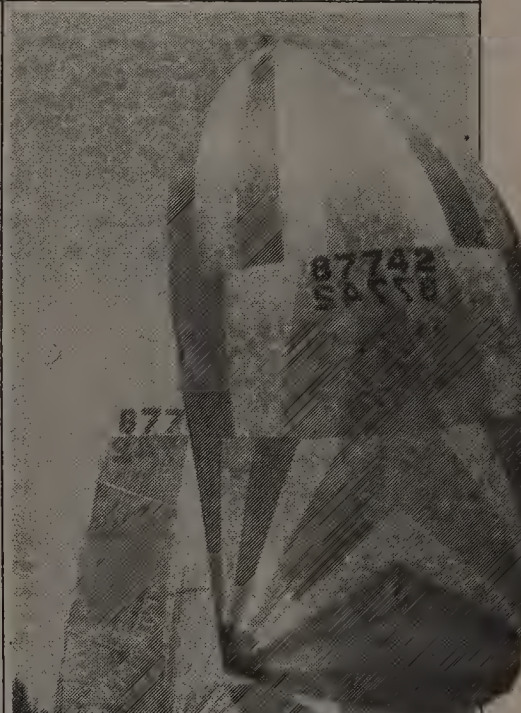
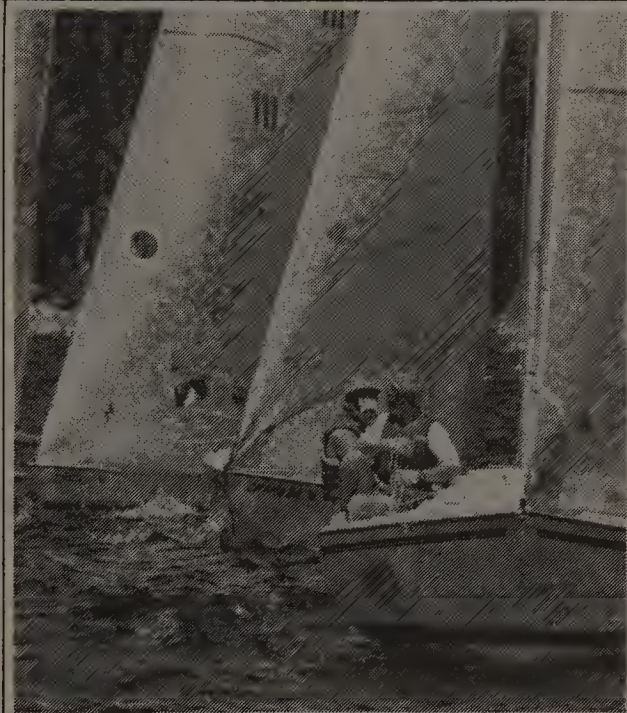
Both of your roundings are flawless. In mere nanoseconds your kite is up and drawing, and your crew has settled in for the rocket ride to the leeward mark. Relaxed now, you give a quick glance toward your competition and notice (with the keen eye we know you have) that he's flying a nylon spinnaker. "How retro," you think as you drop into the next wave and effortlessly jibe to establish an inside line at the rapidly approaching mark.

You quickly survey the rest of the fleet and find, curiously, that while the majority of boats are still flying their polyester spinnakers, the percentage of racers returning to nylon is noticeably growing. Pumping the main (just once, of course), you carve into a flawless bottom turn and jibe back onto starboard. Moments later, your jib goes back up and, dousing your kite, you perform a tactical rounding of the leeward mark with precision that would make a Swiss watchmaker blush.

But guess what? That guy with his dark-age technology spinnaker — that guy who rounded the weather mark just spitting distance from you (upwind, even), just rounded the leeward mark ahead of you, as well, and now you have to tack away to clear your air.

How could this be? Oh sure, you saw the nylon kite listed on the price sheet your sailmaker faxed, but you assumed it was some kind of joke, a little like auto parts dealers who offer valve stems as extras when you order a new set of tires. "Dammit," you reason, "my poly kite cost 10% more than his nylon kite; I should be at least 10% faster than him. Yet there he was, right in front of me at the bottom





mark."

Flustered to a state of malicious treachery, you take advantage of the slight gain you've made while on starboard tack, and while feigning a duck on your next port tack crossing, you luff up suddenly, collide at full speed amidships of your rival's boat, sink them, sail clear of the wreckage, do your penalty circles, and sail on to finish the race, all the while plot-

Fun and games at the High Sierra Regatta, the crown jewel of the NorCal lake circuit. All photos by Patrick Short.

ting some extremely creative revenge to level on your gold-digging, swine pig-dog of a sailmaker the next time you see him.

Well, not so fast, fella. True, where once polyester kites dominated the racing scene, nylon is making a comeback. And

true, all things being equal, the speed characteristics of a new nylon spinnaker are similar, if not identical to those of a new polyester spinnaker in most conditions. But to assume, based on these facts, that a nylon chute is the best value for your racing program is overlooking a multitude of factors both you and your crew should be taking into account when deciding which fabric is best suited for

THE RACING

your needs. Factors like what type of racing you do, where you race, how aggressively your crew is willing to trim sails, as well as budgetary considerations, are all pertinent factors to address along the way. Here's why:

What type of racing do you do?

Like most members of the fleet, your racing schedule is probably a mixed bag of one design, PHRF, and shorthanded sailing, a format which makes selecting one all-purpose spinnaker difficult. Where a poly kite might excel in flat water on a fully crewed boat, its temperament and stability may prove unsuitable for light air and large seas, especially in short-handed situations. But extend that offshore scenario to moderate breezes and night sailing, and polyester's water-shedding characteristics make it far superior to its nylon counterpart, which, as its coating deteriorates, will suck moisture from the air like a well-oiled Shop Vac.

Where do you race?

If you race on a lake exclusively, buy a poly kite and shut up. If your sailing schedule takes you both inshore and offshore, the decision — as touched on above — becomes a little more tricky. But adding factor number three can help shed more light on this quandary.

How attentive is your crew?

If you sail with a group who, once the spinnaker is up and drawing, is prone to cleating off the sheet and going below for sandwiches and beer, nylon may be the

fabric of choice for you. If, conversely, you are blessed with a trimmer who would pump the sheet on a wave generated by a water taxi off Okinawa, then a polyester spinnaker should serve you well. Furthermore, newer crews might easily become flustered by the less forgiving nature of polyester, making nylon a more reasonable choice.

In a perfect world, of course, we'd all have both types (along with a half-ounce and 1.5-ounce for PHRF and distance racing) and use whichever is appropriate for any given regatta. But the continued existence of Rush Limbaugh and Howard Stern is proof positive that this world is still a few turns away from perfect, and most racing budgets factor in the expense of one spinnaker only.

So, now that you and your crew have decided what your racing schedule looks like, and you've done some serious soul-searching on how you prefer to get around the course, it's probably an inappropriate time for me to throw one more ingredient into the soup, but I'm gonna do it anyway, because analyzing the cloth you're considering should be equally as important as where you're going to take it, and how you're going to trim it.

From the sole perspective of saving weight aloft, a slight advantage can be gained by sailing with polyester. But generally speaking, the most prominent difference between nylon and polyester is that where nylon will stretch, polyester will tear. The tendency of nylon to be more flog-friendly makes it a more realistic choice for neophyte drivers and crews.

This relative ease of handling can be a limiting factor, as well. Again, generally speaking, a nylon spinnaker will fly passively well with marginal regard to pole height, the under-squaredness of the afterguy, and oversheeting. In a nutshell, like the good woman in your favorite country/western tune, nylon is very forgiving. Not so with polyester. But to think of this as a drawback is overlooking the educational potential of the material.

Polyester spinnakers demand constant attention and near perfect trim. As such, they will force both skipper and crew into an elevated level of awareness while sailing off the wind. By necessity, a polyester kite will make you a better downwind sailor. The lowered breaking strength of polyester can, however, make that transformation costly. And yet — though this may be very little consolation — polyester seems to possess the ability to rip cleanly, in nice, straight lines across its rip-stop weave, which makes smooth repairs less difficult to detect.

So what's the bottom line? As stated earlier, that will ultimately vary depending on your crew, program, budget and, for some, personal preference. One skipper I spoke with while preparing this article stated that he was going back to nylon because polyester "just didn't feel right."

In the end, this may be the only factor worth considering when buying your next kite.

— mark gibbs

Editor's Note — This article originally

BOX SCORES

STAR NORTH AMERICANS (CalYC, June 21-26):

1) Joe Londrigan/Mark Staube, San Diego, 14 points; 2) Eric Doyle/Brian Terharr, San Diego, 15; 3) Mark Reynolds/Hal Haenel, San Diego, 16; 4) Vince Brun/Rodrigo Meirelles, San Diego, 17; 5) Howie Shiebler/Mike Dorgan, San Francisco, 18; 6) Ben Mitchell/Bill Stump, Malibu, 25. (24 boats)

TRANSTAHOE RACE (Tahoe YC, July 12):

WHITE (0-89) — 1) Snowman, Melges 24, Greg Dyer; 2) Bullsette, Mumm 30, Bob Garvie; 3) Mumm's the Word, Mumm 30, Eric Conner. (7 boats)

BLUE (90 raters) — 1) Cisco, Olson 29, Gary Relberger; 2) Rookie, Hobie 33, Chris Johnson; 3) Elusive, Hobie 33, Mike Young. (5 boats)

GREEN (91-115) — 1) We're Coming, N/M 28, Jim Courcier; 2) Team Tahoe, J/29, John Marschall. (4 boats)

ORANGE (116-150) — 1) Expressway, Express 27, Ross Groelz; 2) Mighty Mouse, Martin 242, Mike Grimm. (8 boats)

RED (151-up) — 1) Retriever, Wavelength 24, Steve Raymes; 2) By Design, Olson 25, Walter

Stupin; 3) Blue Jay, J/24, James Mullen. (7 boats)
GOLD (cruising) — 1) Dove, Ranger 23, Sam Merksamer; 2) Molly, B-25, Paul Descalso; 3) Cynthia Marie, Cat 22, Jack McKenna. (7 boats)
(race shortened from 30 to 6 miles)

MAYOR'S CUP REGATTA (LMSC, July 6, 4 races):

OPEN SLOOPS — 1) (tie) Joe Doering, Lido 14, and Joe Harvard, Snipe, 18.5 points. (4 boats)

LASER MASTERS — 1) Dan Ouellet, 13.75 points; 2) Ned Nicolls, 9.25. (4 boats)

OPEN CATBOATS — 1) Barbara Ouellet, Byte, 19.75 points; 2) (tie) Gene Harris, Byte, and Del Locke, Holder 12, 13. (4 boats)

EL TORO, SR. — 1) Dave Vickland, 70.75 points; 2) Jim Warfield, 68.25; 3) Will Paxton, 58; 4) Art Lewis, 55; 5) Tom Burden, 51. (17 boats)

EL TORO, JR. — 1) JV Gilmour, 43.5 points; 2) Derek Meyer, 41.25; 3) Tim Armstrong, 40.25; 4) Jim Oller, 36. (12 boats)

ALMANOR HIGH WATER (Butte SC, July 19-20):

MULTIHULL - I — 1) Mark Barr, Nacra 5.8, Chico; 2) Larry Wells, Nacra 5.8, Chico; 3) Andrew Brigg,

Hobie 18, Reno. (9 boats)

MULTIHULL - II — 1) Jim Eggleston, Hobie 16, Ashland, OR; 2) Mark Harris, Nacra 5.5, Reno; 3) Mark Forwallter, Nacra 5.5, Chico. (8 boats)

OPEN KEELBOAT — 1) Mike Cleary, Capri 25, Red Bluff; 2) Charles Copeland, Victory 21, Chico; 3) Rick Pereno, Capri 22, Anderson. (8 boats)

CENTERBOARD - I — No races completed. (5 boats)

CENTERBOARD - II — 1) Robert Hunt, Snipe, Ukiah; 2) Tom Hudson, Snipe, Redwood Valley; 3) Bob Heyworth, C-15, Chico; 4) Bob Hrubes, El Toro, El Cerrito; 5) Keith Ritter, Laser, Redding. (14 boats)

LOS ANGELES NOOD (LAYC, July 18-20):

CAL 20 — 1) Rigormortis, Doug McLean, 18.5 points; 2) Pebbles & Bam Bam, David Hammett, 23.75. (6 boats)

MELGES 24 — 1) #3, Dave Ullman, 26.75 points; 2) Rush, Vince Brun, 36.5; 3) Sea Monster, John Oldham, 40.5; 4) Typhoon, Tony Wattson, 50; 5) Big Monday, Mark Reynolds, 53; 6) Rock & Roll, Argyle Campbell, 59; 7) Planet Loaf, Scott Elliott, 59; 8) Twist & Shout, Jessica Lord, 59.75. (25 boats)



LATITUDE/ANDY

appeared in the May Moore News, newsletter for the Moore 24 National Association. In addition to being its editor, Gibbs is a sailmaker at Santa Cruz Sails.

Race Notes

Sale boats of the month: Santa Cruz Yachts reports that it has orders for **four more SC 52s**, bringing the total up to 18. Hull #14, a wine-colored boat named *Antipodes*, will be shipped to her New York owner this month. Hull #15, *Rosebud*, will be ready for Santa Cruz YC members Roger and Isobel Sturgeon by November. Construction has yet to begin on hulls 16-18. . . The first production Rogers '30 to roll out of Santa Cruz Yachts now resides in Sausalito about 100 feet away from her for-sale sistership *Sticky Fingers*. The new boat, aptly named **Rum Runner** (these boats are part of the Mount Gay 30 class), is owned by San Francisco entrepreneur Will McClatchey, who intends to start rac-

The fun Knarr match racing series serves to keep the StFYC race committee sharp for bigger venues like the Nations Cup and the ex-Brut Cup.

ing the boat soon.

The SC 70 *Holua* was just sold to Chicago sailor Peter Thorton, bringing the number of ULDB 70s back there to six — *Stripes*, *Pied Piper*, *Cynosure* (ex-*Drumbeat*), *Chance* and *Thirsty Tiger* (ex-*Ole*, ex-*Citius*). Don't be surprised if more sleds disappear inland in the not-too-distant future. . . John Koliuss' Aloha Racing syndicate bought **one Australia** (AUS-31) from John Bertrand last month. Four of the six U.S. America's Cup challengers now have boats, leaving Dennis Conner's and Dawn Riley's syndicates in the minority. It'll be interesting to see how many of these groups put up the nonrefundable \$250,000 performance bond coming due on October 1.

The fun race to Hawaii: Entries are al-

ready pouring in for next summer's **West Marine Pacific Cup**, scheduled to start during a full moon between June 29 and July 2. So far, 11 boats have plunked down their money, including six from the Bay Area: *Elan* (Express 37, Riess/Cunningham), *Siren* (Cal 39 Mk. II, David Mariscal), *Skol* (Islander 40, Mark and Linda Melson), *Grey Eagle* (Valiant 40, William & BJ Stephens), *Cyrano* (Nauticat 44, Ted Lord) and *Pisces* (Hylas 44, Henry Gonzalez). Other earlybirds include the J/120 *Gingerbread Man* and the Olson 30 *Oa Oa*, both from Hawaii, as well as three entries from up north: *Vanadis* (Wasa 38-2), *One Flew Blue* (Newport 41) and *Mari-rosa* (Ericson 38). Last year, 64 boats sailed over to Kaneohe Bay — and more are sure to sign up this year. "We may be able to take up to 75 boats this year, but nothing's finalized yet," noted PCYC official Jim Quanci. "My advice is to sign up as soon as possible." For more info, contact Mary Lovely at (415) 441-4461.

Random race results: **Chris Perkins** defeated Mark Heer in the finals of the St. Francis YC Knarr Match Racing Series on July 13. Eight boats sailed in the event. . . *Patriot*, steered by **Dick Clark**, won the Shields division of Monterey Peninsula YC's recently-concluded 7-race summer series. Ray Ward and Jack Allen co-skippered *Cnidarian* to victory in the Santana 22 fleet. . . Alameda yacht broker Dave Vickland took home the Mayor's Cup at Lake Merritt SC's **Independence Day Regatta** by virtue of winning the largest class, El Toro Seniors (see *Box Scores*). . . Just seven boats competed in this year's

BOX SCORES

B-25 — 1) *Jezebel*, Kevin Wolfe, 13.25 points; 2) *Veloraptor*, Mark & Patti Vollmer, 16.5. (5 boats)
OLSON 30 — 1) *Vendetta*, Ernie Richau, 17.5 points; 2) *Blue Star*, Spencer/Downing, 19.5; 3) *Masquerade*, Mike DeBrincat, 20.75. (7 boats)
ETCHELLS — 1) *Spirit*, Doug Jorgensen, 11 points; 2) *No Xqsis*, Tom Corkett, 15.25. (5 boats)
SCHOCK 35 — 1) *Mischief*, Carolyn Hardy, 8.25 points; 2) *Piranha*, Dave Voss, 16; 3) *Ricochet*, Alex Benson, 22.75; 4) *Whistler*, Peter Johnstone, 37; 5) *Cyclone Malone*, Jerry Haney, 38. (18 boats)
J/35 — 1) *Flambuoyant*, Steve & Barney Flam, 8.75 points; 2) *Fast Lane*, Bob & Kathy Patterson. (5 boats)
CAL 40 — 1) *Radiant*, Fin Bevin, 12 points; 2) *Encore*, Doug Grant, 13.25. (5 boats)
CORSAIR MULTIHULLS — 1) *Triple Tap*, Alan Egusa, 12.75 points; 2) *Captain Kaos*, Joseph LaPlante, 20.75; 3) *Dalliance*, Roger Webb, 24. (7 boats)

SBYRA #4 (San Leandro YC: July 19):

DIV. I — 1) *Pizote*, Santana 30-GP, Kevin Knick; 2) *Sundancer*, Hunter 34, Bob Carlen; 3) *Mar-*

rakesh, Express 34, Bill Schwager. (7 boats)
DIV. II — 1) *Jet Lag*, Catalina 34, Roger Roe; 2) *Far Better Thing*, Ericson 30+, Charles McArthur. (4 boats)
DIV. III — 1) *Hardtack*, J/24, Charles Allen. (3 boats)
DIV. IV — 1) *Chablis IV*, Cal 25 Mk. II, Dave Few. (3 boats)

PLASTIC CLASSIC (BYBC: July 19):

ISLANDER BAHAMA — 1) *Constellation*, John Lincoln; 2) *Goose*, Bud Cohen. (4 boats)
COLUMBIA CHALLENGER — 1) *Murphy's Law*, Bill Murphy; 2) *Runaround Sue*, James Van Blarigan. (4 boats)
SOLING — 1) #775, Andy Schmidt. (3 boats)
TRITON — 1) *Bolero*, Ely Gilliam; 2) *Sleepy Head*, Greg DeBois. (6 boats)
SANTANA 22 — 1) *Shazam!*, Bud Sandkulla; 2) *Go Dog Go*, Bill Vanderslice. (4 boats)
INTERNATIONAL FOLKBOAT — 1) *WT Love*, George Davis. (1 boat)
PHRF (spinnaker) — 1) *Cat's Paw*, Gladiator, Abigail Grafton; 2) *Endeavor III*, Cal 29, Ruth Sum-

mers. (4 boats)

PHRF (non-spinnaker) — 1) *Polperro*, Nordic Folkboat, Peter Jeal; 2) *Parranda*, Ariel, Hugh Davis; 3) *Spike*, Coronado 30, Ira Dorter. (9 boats)
COLUMBIA 5.5 — 1) *Wings*, Michael Jackson. (2 boats)

CONCOURSE D'ELEGANCE — *Symphony*, Herreshoff 28, Ron Zoggas.

SPRING ONE DESIGN OVERALL (Santa Cruz YC):

SC 27 — 1) (tie) *Hanalei Express*, Roger Sturgeon/Rob Schuyler, and *Dynaflow*, Mark Dinl, 67.25 points; 3) *Jersey Girl*, Greg Miller, 77; 4) *Velocious*, GW Grigg, 81; 5) *Cruzin*, Barry Hopkins, 97. (13 boats)

MOORE 24 — 1) *Adios*, Scott Walecka, 28.5 points; 2) *Bruzer*, Gary Tracy, 49.75; 3) *Toxic Trailer Trash*, Eric Malmberg, 62; 4) *Gelli Fetch*, Shana Rosenfeld, 85; 5) *Moorgasm*, Hank Niles, 90. (18 boats)

SANTANA 22 — 1) *Gypsy*, Fred Molnar, 23.5 points; 2) *US*, John Samuels, 36; 3) *Rick's Place*, Larry Comstock, 46.75. (8 boats)
(10 races; protests pending)

THE RACING

90-mile **Boreas Race**, co-hosted by Oakland and Elkhorn YC, on July 4. Rebecca Dymond's Olson 30 *Stray Cat* was the overall winner. . . Mik Beatie, a self-described "old fart dinghy stud," won the 12th Annual Pinecrest Cup Regatta for Lasers last month.

Sting of the hornet: **Peter and JJ Isler**, authors of the recently-released book *Sailing For Dummies*, co-skippered the DynaFlyer 40 *Red Hornet* to 13th on elapsed time in Chicago YC's 330-mile **Chicago-Mackinac Race**. "It was a great feeling to step ashore and find just a dozen boats at the dock, all of them monsters compared to our boat," commented Peter. The following weekend, Peter crossed the line 9th in Bayview YC's 259-mile Port Huron to Mackinac Race. Neither press release noted *Red Hornet's* corrected times, which we can only assume weren't top-notch.

Billed as "tomorrow's boat, available today," the 7,000-lb **DynaFlyer 40** sports front and back rudders, a hydraulically-controlled canting keel, and a relatively small 5-person crew. Like her predecessor, the 38-foot *Green Hornet*, the boat indirectly can trace its design roots back

to Tom Blackaller's radical twin-ruddered 12 Meter *USA*. Anyone interested in this innovative new boat can get the full scoop by calling her designers, Matt Brown and Bill Burns, at (619) 851-5938.

Well-named boat: The San Diego-based N/M 30 *Invincible* trounced a 50-boat fleet at the **MORC Internationals**, held on Chesapeake Bay in late June. This was the second year in a row that owner/driver Rip Carruthers and crew (wife Katie, tactician and sailmaker **Harry Pattison**, Drew Freides of the N/M office, Rick Harris, Vicky and Chip Parris) have won the regatta overall, and this year they did it with six bullets and a deuce. MORC racing is deader than a doorknob on the West Coast, but is still hanging on in a few isolated places on the East Coast.

Deluxe deals: A record 53 Swans, representing 22 different models and thirty years of Nautor's designs, sailed in the **Rolex Swan European Regatta** in Cowes, Isle of Wight, in early July. Whatever became of Swan regattas on the West Coast? . . . The New York YC held its first-ever

One Design Championship Regatta in Newport, RI, in mid-July. Six classes (Mumm 30, Mumm 36, J/35, NY 40, J/120 and J/44) sailed in the excellent three-day competition, each using the venue as either their Nationals or NAs. Highlights included J/Boat guru **Rod Johnstone** winning the J/120 division with his *High Tone* on the final beat ("Of all my designs, I think the 120 is my favorite," he recently told us), Terry Hutchinson winning the Mumm 36 division with the German-based *Dubarry*, and JB Braun and Bob Shear taking the **26-boat Mumm 30 class** with their *Thalia*. . . The Farr 47 *Swing* and the new Farr 40 *Wired* were the IMS class winners at the **17th Block Island Race Week**. Meanwhile, in a Whitbread preview, Dennis Conner and Chris Dickson's *Toshiba* beat up *Chessie Racing* in a big way. The Bay Area was represented by Mark Thomas' new-to-him N/M 39 *Raven*, which started the six-race series strongly, but faded at the end to fifth overall in PHRF-4.

Rockstar circuit: Peter Gilmour and an all-Japanese crew took the **1997 World Championship of Match Race Sailing** in Gothenburg, Sweden, on July 1-6. With

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reigning match racer Russell Coutts not present to defend his title, Gilmour's only real competition came from Ed Baird, who he defeated 3-1 in the finals. In winning the championship, Gilmour collected \$32,250 and pulled up within 81 points of Coutts in the match race rankings. Final results: 1) Peter Gilmour, JPN, 19-6; 2) Ed Baird, USA, 16-11; 3) Jesper Bank, DEN, 16-12; 4) Magnus Holmberg, SWE, 13-13; 5) Morten Henriksen, DEN, 11-9; 6) Bertrand Pace, FRA, 9-11; 7) Chris Law, GBR, 10-10; 8) Thierry Peponnet, FRA, 9-11; 9) Jochen Schumann, GER, 7-13; 10) Sten Mohr, DEN, 4-16.

Odds and ends: Steve Button, presenting the South Bay YRC, won PCYA's **Jesse Carr Regatta** in Marina del Rey last month. Sailed in Martin 242s, the competition is open to West Coast skippers over 50 years old and crews over 40. Only three boats sailed this year. . . On July 5-6, Steve Sylvester won the **San Francisco Challenge**, a windsurfing marathon that zig-zags all over the Bay before ending in Berkeley. Forty-seven boardheads competed. Alf Imperato won the UltraNectar Challenge (the return trip), while the winners of the next day's course racing for

the West Coast Windsurfing Championships were Mike Zaijeck (open) and Ted Huang (IMCO). . . Chris Nichol森 of Australia won the **49er Extreme Sailing Challenge** at Pier 39, followed closely by the McKee Brothers and Morgan Larson. Fifteen boats competed for the \$1,500 purse, with the winner also getting airfare to next year's worlds in Oz (hopefully Nichol森 can sell the ticket!). A sidelight of the weekend pitted the 49ers against windsurfers in the UltraNectar Bridge to Bridge Challenge, which was swept by the stand-up sailors.

Solent shoot-out: Just seven teams are set to sail in the **Champagne Mumm Admiral's Cup** in early August, the smallest gathering since 1963. All eyes are on the U.S. team this year, as *Flash Gordon 3* (Farr 49, Helmet Jahn/Ken Read), *MK Cafe* (J/V ILC 40, John Koliuss) and *Jameson* (Mumm 36, Tom Roche/Chris Larson) are considered one of the favorites. The Kiwis and the Italians will also figure in the winner's circle. West Coast-ers in attendance include Marco Con-

stant, Mike Howard and Dee Smith (all on *Jameson*), Morgan Larson (*MK Cafe*), John Kostecki (*Pinta*) and Eric Arndt (*Thomas I. Punk*). The Admiral's Cup consists of four buoy races, two medium distance races (8-hours and 30-hours) and the infamous 606-mile **Fastnet Race**, which begins August 9.

Whitbread gossip: After months of denying that the Whitbread Race was for sale, the British brewing company recently announced that Volvo, the Swedish car maker, will take over ownership of the race on June 1, 1998. Volvo also has purchased naming rights to the overall trophy for the upcoming race, which has been renamed **The Whitbread Round the World Race for the Volvo Trophy**. . . Dr. Neil Barth's Andrews-designed W-60 *America's Challenge* was finally christened in Florida amidst speculation about who will crew the boat now that **Ross Field** has distanced himself from the project. "They have been totally amiss in printing my name. It's all pie-in-the-sky. They have not spoken to me," said Field. . . Look for more news on the Whitbread/Volvo Race next month, possibly even a full-length preview article.

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CHANGES

With reports this month from **Amazing Grace** on the death of a young friend in Mexico; from **Pilgrim** on cruising the east coast of Australia; from **Peregrina** on adventures enjoyed in Italy and Croatia; from **Fast Tracks** on the cruiser's rally from New Zealand to Fiji; from **Gershon II** on trying to avoid cyclone Keli; from **Anonymous** on cruisers and trash in the Sea of Cortez; from **Gumbo Ya-Ya** live at the San Blas Islands; from **Different Worlds** on some last wonderful months in Mexico before heading to the Galapagos; from **Princess del Mar** on the completion of an eight-year circumnavigation; and **Cruise Notes**.

Amazing Grace — Spencer 53 Bob & Deborah Connelly Timo's Story (La Paz, Baja)

Timo — a tiny, shivering, horribly injured little puppy with funny forward-folding ears — came out of the warm La Paz night and sat in the restaurant's doorway. His eyes were so dark you could see into his soul. He came over to our table and collapsed at my feet, resting his little head on my shoe. I saw the open, running, covered with filth wounds on his chest, neck and head. He was about done for. We adopted him right there.

I carried him in my arms on the way

Timo's short life was filled with misery. This moment, when he was held by Deborah, was one of the few good ones.



COURTESY AMAZING GRACE

back to the boat. A wasted runt of a thing, he weighed about six pounds. We washed and salved the wounds, then got some water and canned tuna into him. That night we made a 'nest' for him in a large plastic box, and the next morning took him to a vet.

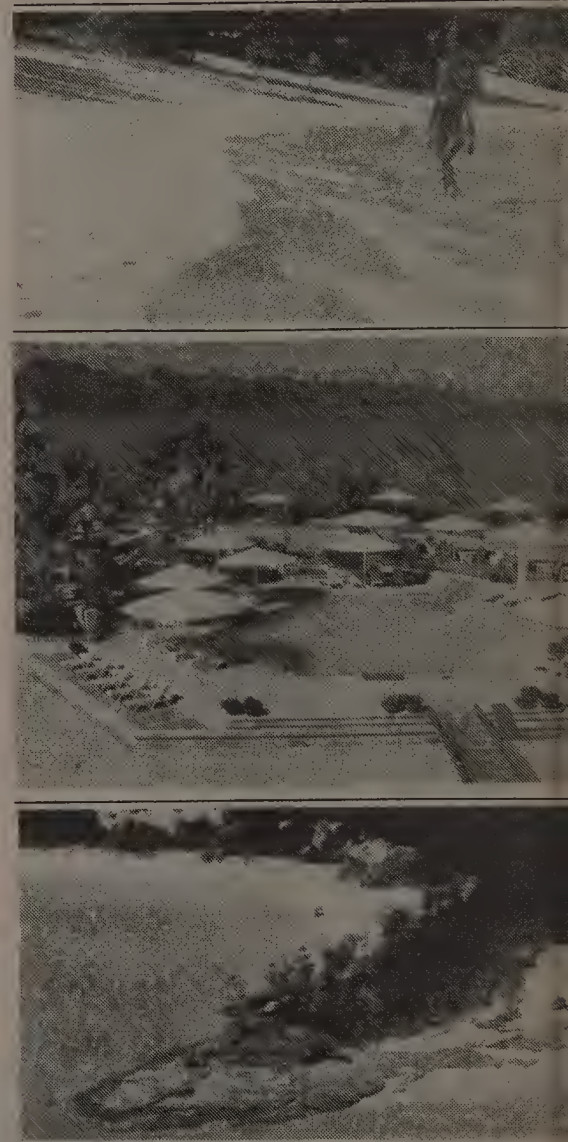
Timo's wounds were cleaned and dressed, and he was shot full of antibiotics. When we got him back aboard *Amazing Grace*, we washed him with warm water and flea soap, being careful to avoid his wounds. His wounds were too old to be sutured, so they needed daily scrubbing and medication.

But in a week's time the improvement in his health was palpable. He ate like crazy and played with great energy, scratching us with his sharp two-month-old puppy teeth. His small head, brown with a white stripe down his nose and two floppy brown ears, sat atop a short ruffed white body. The big black and brown patches on his sides and back made him resemble a dairy cow. His tail stood straight up. We carried him up the dock to keep him from peeing on the power boxes, and picked up after him with plastic bags — much to the amusement of the locals.

Almost a week to the day after we found him, he began foaming at the mouth. The vet immediately diagnosed distemper and gave him a 50-50 chance of survival. After a day and a half, he stopped showing symptoms and seemed to gain ground for another two weeks. His wounds healed and he no longer had a fever.

But the combination of wounds and distemper were too much. Fifteen days after he came into our lives, the symptoms reappeared and his health rapidly declined. For a long Thursday night Timo fought his fever and convulsions, and there was nothing we could do to help. He shied away from his water and hid in a nest of rugs and clothing in the darkened forepeak.

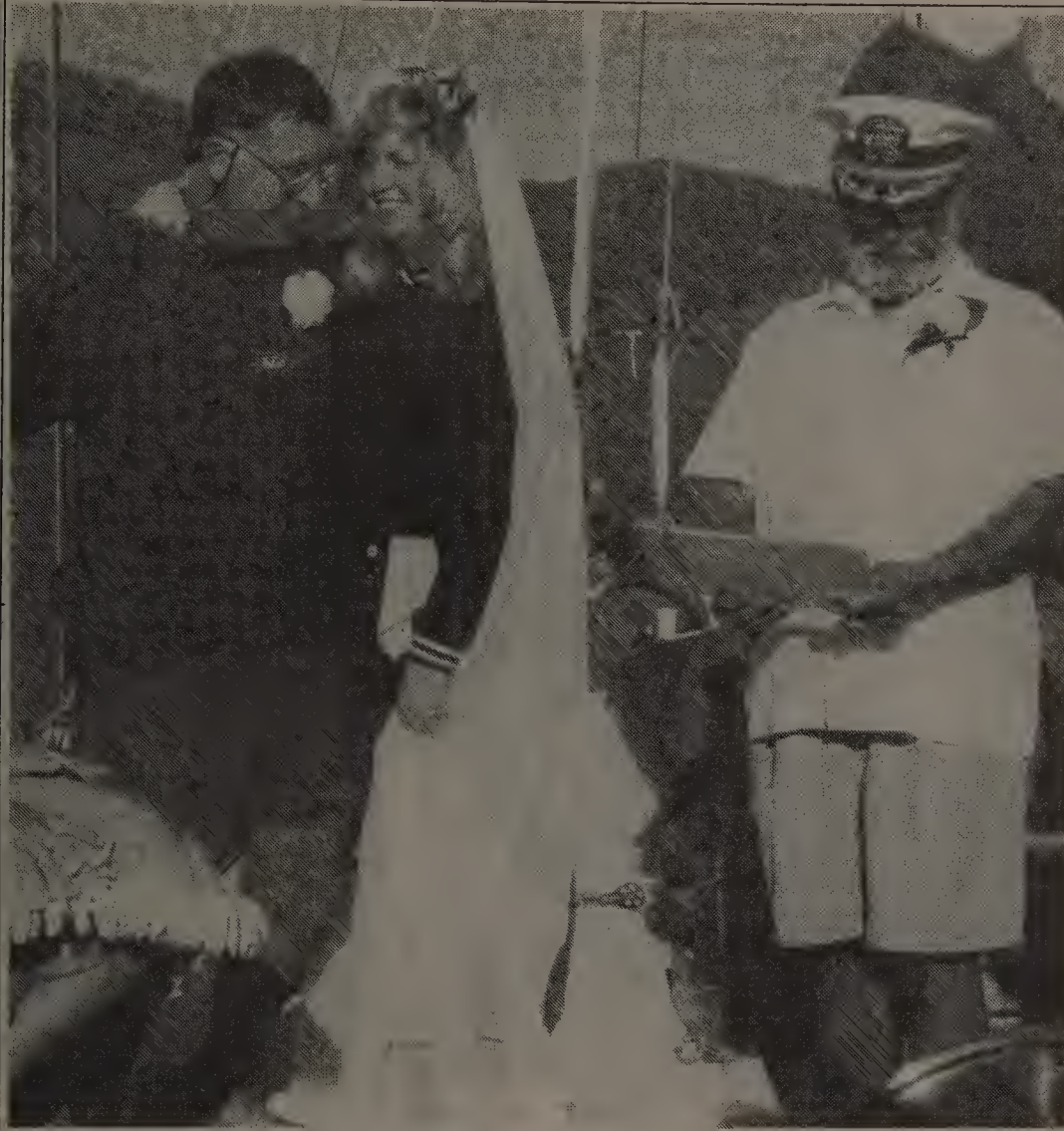
We'd spent the night trying to find the vet, but without any luck. By



morning it was clear that Timo could go no further. We finally roused the vet from his home and put the poor little Timo down. The tiny little heap of fur and pain was finally at rest.

I called a veterinary friend in San Diego and described the events. He recommended the rabies series for Deborah and I. Rabies is endemic in Mexico, and with no knowledge of the origin of Timo's wounds, there was a clear risk. His final fear of water and light were particularly suspicious. I asked the vet to have the test for rabies performed and, with much reluctance, he agreed. The tissue was sent off to Mexico City.

The following day we flew to Tijuana, crossed the border on foot, and took the Tunerville Trolley to the airport where we rented a car. Within an hour we were being treated at the U. C. San Diego Med Center. We got immunoglobulin in the butt and the first of five rabies shots in the arm. Fortunately, we didn't have to be terrorized with the old treatment: 13 shots in the stomach. The new protocol



COURTESY PILGRIM

Three photos at left; scenes from the Whitsunday Islands. Above; scenes from a cruiser marriage aboard 'Pilgrim'.

uses vaccine from human deltoid tissue and shots one, three, seven, 14 and 28 days apart. Rabies specific immunoglobulin is given by body weight.

We learned by telephone that the Mexico City tests proved negative. But because the test procedures are complex and tissue handling methods uncertain in Mexico, we elected to continue with the series of shots. We will retain some immunity, and the side effects have been minimal.

If you cannot leave the sad dogs of Mexico alone, you must get the rabies immunization. Rabies is transmitted by bites or by saliva, and can incubate in humans for up to several years. Once any symptoms do appear, however, you'll most likely die within five to seven days. Once the symptoms appear, there is no treatment.

Timo lived to about 2½ months, which wasn't quite old enough for distemper and other shots. In any

event, his wounds would have precluded such shots. The average street dog almost certainly has no shots, and a combination of mange, wounds and malnutrition make them dangerous. A serious inoculation and neutering program is badly needed in Mexico, but it's not going to happen soon.

— bob connelly 6/15/97

Pilgrim — Panda 38

Steve Whitmore & Sue Angus
Australia's Great Barrier Reef
(Pier 39, San Francisco)

Our passage across the dreaded Tasman Sea from New Zealand to Brisbane, Australia, was one for the cruising magazines. We had 15 knots of wind on the beam and three foot seas. Not only that, once we got a little north of New Zealand, the sun came out and it was warm enough to finally take off our socks once again! The boats in front of us, unfortunately, got hit by 50 knot winds and breaking seas — which is even worse than normal. It's a nasty sea, that Tasman, and we're glad to have it behind us.

Brisbane, a cosmopolitan riverside

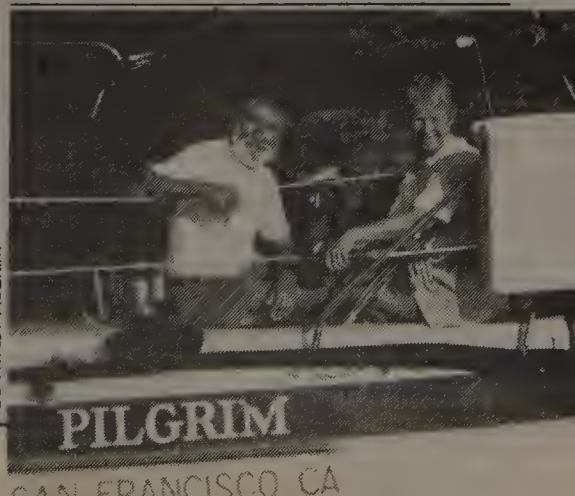
city that's both attractive and easy to get around in, was a major surprise for us. We berthed at Dockside Marina, a five-minute ferry ride from the heart of it all. The difficult thing about Brisbane is getting to it, as you normally have to fight a fierce current to make it 15 miles up the river from the ocean. We were lucky to have a flood most of the way.

We could have easily spent an entire season in Brisbane, which many cruisers do, but we wanted to catch up with our friends. So we sailed north to Mooloolaba, where many cruisers were preparing for passages north to the Whitsundays and the Great Barrier Reef. It turned out we got stuck in Mooloolaba for two weeks of high winds and torrential rains. It's been a bad period for weather, as there was lots of wind, rain — and even several cyclones — as late as May. A number of boats sailing back to Fiji for the season were hit pretty good. The locals say it's quite unusual.

The Whitsunday Islands, located inside the Barrier Reef, are Australia's Virgin Islands — although the area looks much like the Pacific Northwest. Some of the islands have expensive resorts, such as Hamilton or Hayman Islands, where it's no problem to spend \$1,500 a night on a luxurious suite. We busted our budget by spending \$60 just for a night's berthing at Hamilton Island. Fortunately, many of the other Whitsundays are uninhabited parks.

While in the Whitsundays, we helped Laurie and Carol, the folks aboard *Dolphin Spirit*, get married. The couple claimed that they'd been married aboard a powerboat in Marina del Rey on a recent trip back to the States, but the

Ha-Ha!! vets Steve and Sue aboard 'Pilgrim' in Moorea on their way across the South Pacific.



COURTESY PILGRIM

CHANGES

consensus among cruisers was that marriages aboard powerboats — especially in Marina del Rey — aren't valid. When several lawyers in the fleet concurred, a real ceremony was set to be held aboard the sailboat *Marita Shan*. Cap'n Steve remembered, although barely, that Rev. Kirby Hensley of the Universal Life Church had ordained him back in the '60s, so he graciously agreed to write and conduct the ceremony.

It was a lovely ceremony in which the bride vowed to clean all the fish her husband would catch, never to fart under the covers, and to be nice to all her stepchildren — particularly the ones older than her. A nervous groom vowed never to yell, to put the toilet seat down, and to change the oil every 200 hours. Both solemnly promised to keep their bottom clean.

We on *Pilgrim* and six other boats are headed to Darwin, the jumping off spot for Indonesia. Most of the fleet is ahead of us, however, and will do the Darwin to Ambon race. The race has always been popular with cruisers for a number of reasons, not the least of which is a way of avoiding much of the red tape associated with getting an Indonesian cruising permit and visa. Recently, however, the paperwork has become easier. We used an agent, Thirty-Seven South in Auckland, and have heard that there is an agent in Jakarta, Kustarjono Prodjalalito (fax number 6221 8297 49) who will handle the cruising permit paperwork for \$250 US. We don't know anything more about him other than he's \$125 US less than Thirty-Seven South. One of the disadvantages of doing the race is that Ambon is pretty far north into Indonesia, so after the finish most people head back south to the popular places such as Bali, Lombok and Java. Our plan is to check in at Timor and then run like hell to get out of town.

We've been using two cruising guides for our cruise inside the Barrier Reef. The first and most important is *Cruising The Coral Coast*, 7th edition, by Alan Lucas. This is a very popular guide and quite good. The second is *100 Magic Miles*, 5th edition, by David Colfelt. This guide is also popular, but only covers the Whitsundays while Lucas' takes in everything from Brisbane to almost Darwin. Even these two guides aren't enough, however, and you must have

charts. Boat Books in Brisbane is excellent, as they sell American, British, and Australian charts. Our experience is that black and white photocopies of American charts of the area work well, and there are no copyright problems.

E-mail has worked very well for us in both New Zealand and Australia. We and most of the others we're cruising with are using AOL. We have a Konexx brand acoustic coupler to connect our modem to payphone handsets and an internal — not PCMCIA — modem. Friends with PCMCIA modems had no problems in New Zealand, but had to buy new ones in Australia. For some reason U.S.-bought PCMCIA modems do not seem to be compatible with Telstra, the Australian phone system. Friends on *Osprey* have been using Global Wireless and their SSB for e-mail and report good success.

— sue and steve 6/15/97

Peregrina — Tayana 47
Ed & Sandy Martinez
Italy And Croatia
(Windsor, CA)

We're now on Italy's Amalphi Coast,



Spread; Ed and Sandy waste their attention on a 'Latitude' overlooking the Amalphi Coast. Inset; Croatia.

about 150 miles south of Rome. The region is beautiful in a way similar to Big Sur — but even more spectacular — at least in our opinion. There are small towns clinging to the cliffs all the way along the coast, and you can stop to visit medieval cathedrals or enjoy a refreshing *gellatti*. We usually vote for the latter.

There's a wonderful lifestyle to be enjoyed in Italy — if you have the funds. We've often been flabbergasted at marina prices, which can range up to \$50/night — for which you get very little. We've had to pay it a few times to protect our boat from bad weather and/or 'sticky fingers'.

We started this summer's cruise from the northern Adriatic port of Trieste two weeks late because of bad weather, and have had to motor 80% of the way here on the west coast of Italy. These were our options: 1) Sail and expose ourselves to the terrible lows which have been developing so quickly, or 2) Do the safe thing by motoring when the barometer was high.

We enjoyed seeing the Croatian coast



SPREAD, COURTESY PEREGRINA; INSET, CROATIAN TOURIST BOARD

and islands once again on our way south, and this time met some English-speaking locals who told us a little bit about the horrors of the war. We continued down the Istrian coast to Dugi Otok, which at 30 miles in length is the longest of the many long, thin islands off the Croatian coast. Our next stop was the Sibanik River, which you can navigate for about 10 miles before coming to a waterfall.

We both got haircuts at the town of Rogonica from an unusually attired beautician. She was decked out in hot pants, red stockings, and combat boots! But the price was right — \$10 for the two of us. We had fun at Rogonica — until 45-knot winds whistled through the harbor at 0200. It blew so hard that I could barely make it from one side of the dock to the other. Fortunately, we were tied up to an unfinished marina and were able to put out an additional six docklines. Battling weather in the middle of the night is adventurous — but it ruins your sleep and so it quickly loses its charm.

We then made the 90 mile crossing of the Adriatic — which is about as long and wide as the Sea of Cortez — to the Italian city of Vieste. Once back in Italy,

we quickly resumed enjoying the delicious cuisine. I remember having grilled goat chops with a good red, while Sandy savored some delicious lamb. It was as we worked our way south toward Brindisi, at the heel of the Italian 'boot', that we had a little excitement.

After a little shopping and an espresso, we returned to *Peregrina* to find water almost up to the floorboards. I told Sandy to rush to the Italian navy ship behind us and ask for a *bomba* — or pump. The first officer she saw spoke English, and immediately dispatched eight sailors over with a big pump. By that time I'd closed all the thru-hulls, had the electric bilge pumps going, and was pumping by hand, too. Once they got the big pump going, however, the water was out in a minute — and the problem became obvious.

The Lasdrop fitting on the propshaft had come loose, allowing water to flow in quickly. I used a hammer to tighten the fitting and the inflow of water ceased. While cleaning up the mess, I found the two set screws that had come loose. I never would have believed they'd come off because they'd been put in with Locktite. But I guess that's what can happen as a result of the vibration from lots of motoring. The lesson is to always check things. The Italian sailors were terrific, however, showing genuine concern and kindness. And we were sure delighted that our boat hadn't sunk at the dock.

Our next major stop was at Siracusa on the southeast corner of Sicily. It's a top spot, and while there we were delighted to bump into some of our Aussie cruising friends. We had a great time and are still cruising with them. Blessed with good weather, we motored to Volcano, one of the Aolian Islands north of Sicily. We took mudbaths and now smell of sulfur. We also climbed to the top of the volcano where we took pictures of each other reading *Latitude*. Interestingly enough, the volcano is also located at latitude 38°. We've subsequently moved on to Salerno and the Amalphi Coast.

We are enjoying this year's stops very much, as Italy is beautiful and the food is terrific. We now will continue on to Rome, Corsica, the Balearics — and finally Spain where we

have listed our boat.

— ed and sandy 6/15/97

Ed & Sandy — Italian prices are really something, aren't they. We sailed Big O from Elba to the Italian mainland, dropped the hook, and dinghied in to the marina at Puerto Ercole to inquire about berth fees. They wanted \$250/U.S. per night — and just for a Med tie! We stayed on the hook outside the breakwater and paid nothing.

First Tracks — N/A

Gary Masner

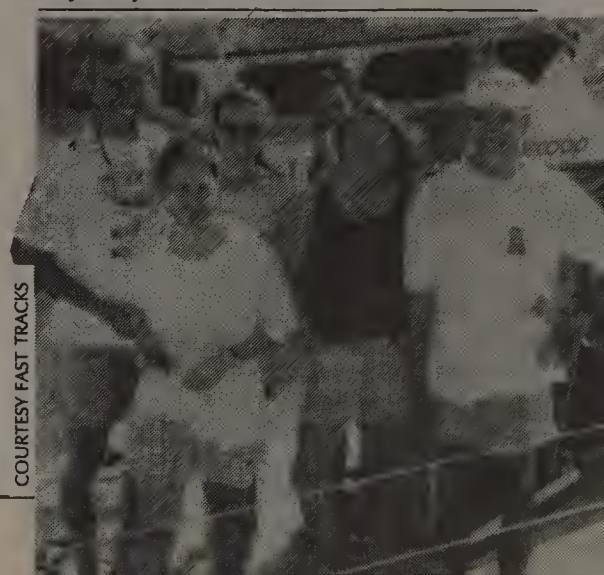
Two Girls For Every Guy (Northern California)

I've just arrived in Fiji via New Zealand after spending the cyclone season back home skiing at Squaw Valley. I sailed from New Zealand to Lautoka, Fiji, as part of the Island Cruising Association sponsored rally. I recommend this fun race to everyone — especially those looking for crew, as there is a large crew list of mostly experienced sailors. I picked up an all-Kiwi crew of one man and four women. For some reason I ended up with the only women in the event.

After passing the mandatory Section 21 outbound 'safety inspection' — what a \$75 joke! — we sat through a four-day delay while New Zealand was pounded by storms. I'd had enough 50-knot winds and 20-foot seas on the way down to New Zealand from Tonga to want any more of that. But once we started, we had great sailing, with 25-30 knot winds. We completed the trip in 6½ days, finishing second by a few hours.

The fleet enjoyed a great week of

Gary Masner poses with the three women and one man he picked up in New Zealand for the rally to Fiji.



COURTESY FAST TRACKS

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parties at Vuda Point Marina and First Landings Resort — but only after enduring the most bureaucratic clearance procedures I've ever encountered. There were five different departments to deal with and I entered each crew member's passport number seven times! Despite the red tape, the Fijians are genuinely friendly.

We spent two weeks in the Yasawa Islands. The reefs are numerous, but usually quite visible and well-charted. Fiji chart F5 is a must! The anchorages have sand bottoms and nice beaches. While here, I've already run into several boats we met last year, including *Southern Cross* and *Quiet Times* from San Francisco.

I expect to spend three months here in Fiji and then move on to Vanuatu.

— gary 6/28

Gershon II — 50-ft Steel Cutter John & Linda of Hawkeye Cyclone Keli (Avatiu Harbor, Rarotonga)

First we visited Moorea, which is much nicer than Papeete and Tahiti. Then we took a high speed ferry from Papeete to Bora Bora, which is gorgeous — but also the most expensive of the already expensive French Polynesian Islands. While at the Bora Bora YC, we had the good fortune to meet up with Steve and Cheryle of the Kona-based cutter *Gershon II*. It turned out they were looking for crew, and since the four of us hit it off right away, we soon set sail for Rarotonga some 500 miles to the southeast.

A few days after arriving at Avatiu Harbor, we learned that *Keli*, an out-of-

Sometimes staying tied to a dock during a hurricane turns out alright. And obviously sometimes it doesn't.



PETER BROWN

season tropical depression near the Samoas had been upgraded to a cyclone (hurricane) — and was headed our way! Wide open to the north, Avatiu Harbor becomes untenable when the wind and swells are from that direction. Steve had experienced it once before in '92 and didn't want a repeat performance.

A quick visit to the airport meteorological office confirmed our worst fears: cyclone *Keli* was expected to pass 100 miles southwest of Rarotonga by 0800 the next morning. Since southern hemisphere depressions rotate clockwise, this would expose the harbor to the strong northerly circulation, which would be augmented by *Keli*'s 25-knot forward velocity. So if we remained in the harbor we'd be in *Keli*'s 'dangerous sector'.

The meteorologist recommended that we leave the harbor, as did Don the harbormaster — who advised all boats to leave and then closed the harbor. Incredibly, only two yachts — *Gershon II* and the Hinckley 43 *Queen of Hearts* — and one small freighter decided to leave. The remaining four or five yachts — part of the Expo '98 Around The World Rally — decided they'd 'tough it out' inside the harbor. This seemed like dodgy strategy to us, as one of the locals recalled that a 55-foot ketch had been severely damaged several years earlier when similar circumstances resulted in her repeatedly being dropped on the bottom by incoming swells.

By the time we reached the southeast corner of the island, it was already dark and raining. The radar showed the coastline clearly, but not the reef that extends a mile out to sea. Steve set up a 'safe rectangle' on the chart; as long as we stayed in there we'd be in the lee of the island without getting too close to the reef. We prepared the boat by heaving to under a triple-reefed main and were prepared to use the 85-hp Perkins diesel as necessary to maintain our position inside the 'box'.

Shortly after I came on watch at 2200, we were battered by a violent squall complete with lightning, torrential rain, and 60 knot winds — from the southeast! What was supposed to be our safe lee had now become a dangerous lee shore. Further, the rain became so intense that we couldn't even see the island.

An hour later, the rain and wind had

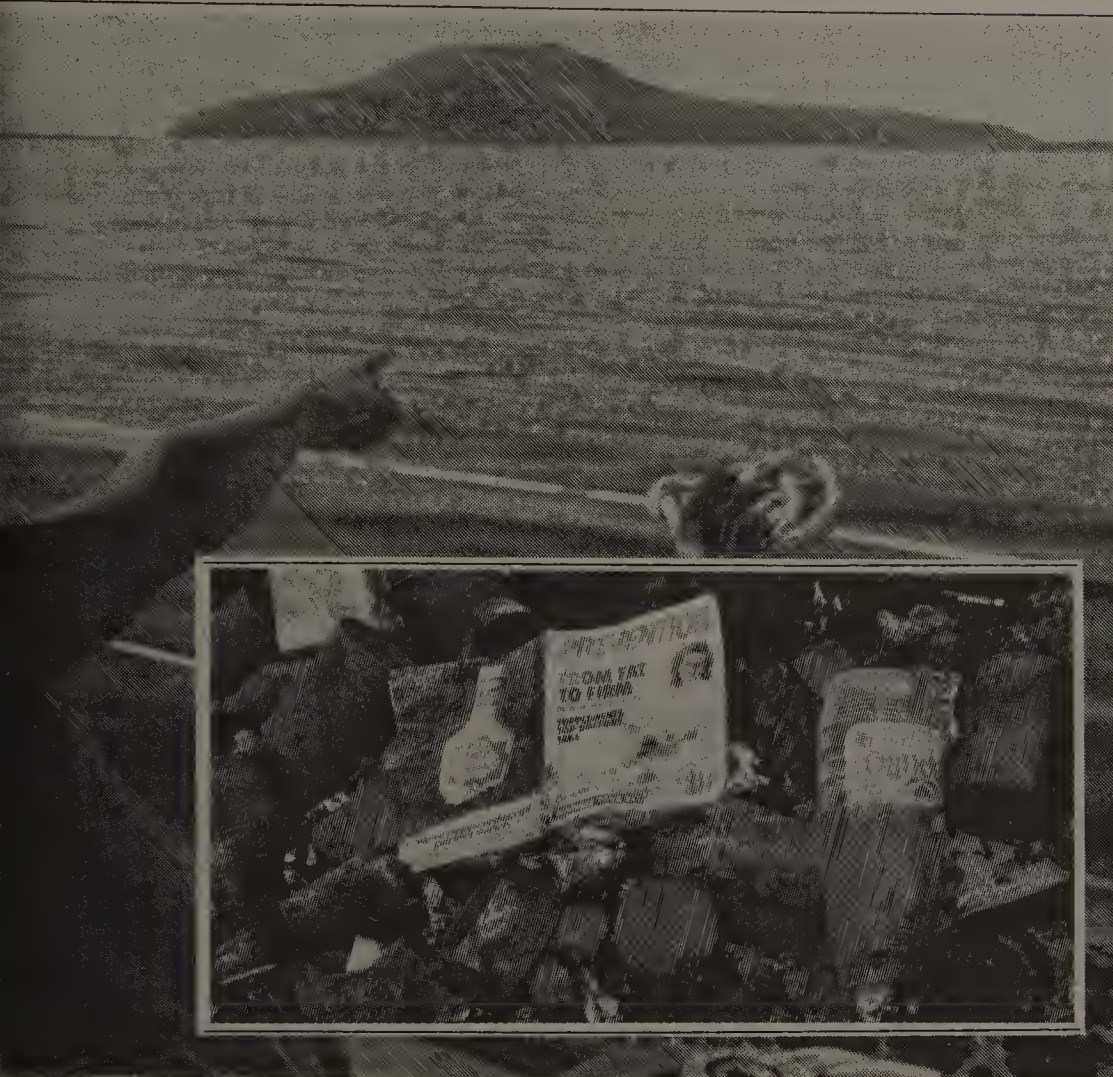


slackened, the sky cleared, and the moon appeared. The only damage *Gershon II* had suffered was from the rain, which had shorted out the compass light and the autopilot. But it sure had felt good to be aboard a steel boat in those conditions.

A quick check with *Queen of Hearts* found that they were in good shape also — but had been as confused as we about the unexpected direction of the wind. My best guess, confirmed by the weatherfax the next day, was that *Keli* had changed direction and passed to the north rather than the south of us. That's in fact what happened, as *Keli* had been deflected by a stationary high pressure ridge to the south. But we'd gotten clobbered by a vigorous front trailing to the south of *Keli*, rather than by the hurricane itself! No matter, it was more than enough for all of us.

Later that morning, the Harbormaster Don reported that the boats that had stayed in the harbor had really lucked out, as the situation never deteriorated. By noon we were back in our old spot in the harbor. *Queen of Hearts* arrived shortly thereafter.

Less fortunate was the Sydney-based



BOTH PHOTOS LATITUDE 38/RICHARD

A cruiser points to a mound in the Sea of Cortez and wonders, 'Is that an island or just a pile of cruiser trash?'

Hunter 40 *Windsong*. According to the skipper Terry Lockett, they were sailing about 140 miles northeast of Rarotonga, comfortable in the belief that *Keli* would pass well south of them. It was too late when they discovered that *Keli* actually had them in her sights. Although the storm weakened as it moved east, Lockett reported a 'textbook' experience, with flat calm as the eye passed over them followed by a 60-knot blast from the opposite direction. The damage — which included the anemometer — their boat endured was quickly repaired by a local mechanic after they limped into Avatiu.

Then on the way to Tonga from Rarotonga, *Windsong* lost her mast — possibly because some concealed part of the rig had been damaged by *Keli*. In any event, after three days of rolling around in the South Pacific they arrived at Neiafu.

P.S. South Pacific cruisers will be sad to learn that Arnold Gibbons — who ran Arnold's Weather Net from his home in Rarotonga — is no longer on the air. He

needs medical treatment and will soon be off to New Zealand. Although he plans to return to the island, he does not plan to resume his excellent weather broadcasts.

P.P.S. Thanks to the wonders of Amateur Radio, Ken and Pat of *Iron Butterfly*, currently in Tonga, send their regards to all their friends cruising back in Mexico. The couple reports that cruising the South Pacific is great — although the sailing is more demanding than in the mostly benign waters of Mexico's west Coast. We, the owners of *Hawkeye*, would have to agree.

P.P.P.S. Further greetings from Dr. Bill Servais from aboard his schooner *Migrant*, and Padre Timo of the Islander 37 *Scallywag*, who is currently aboard the — uh-oh! — *Havaiki*. Both are enjoying the friendly isles of Tonga.

— john and linda 7/15/97

Keep It Clean! Isla San Francisco

In June we were cruising at Isla Partida, San Evaristo and Isla San Francisco in the Sea of Cortez. Most of the vessels in the area were American — or had Americans fishing from Mexican boats.

The last stop on our pleasant 10-day

cruise out of La Paz was uninhabited Isla San Francisco's beautiful bay. The water is Tahiti-like clear blue and you can see many fish and the bottom in 20 feet of water. In addition, its curved beach is one of the longest in Mexico. As expected, most of the boats — both power and sail — were American.

We had an easy dinghy ride to the beach and the landing was fun — until we saw the trash pits. I noted partially burned boxes of linguine and bottles of Beefeater gin — not exactly what Mexican fisherman eat and drink. We saw about eight to 10 such pits, which were an eyesore on the otherwise pristine scene.

Observing the comings and goings of the boaters one morning, we watched a sailor dinghy to the nearby shore. After a quick and furtive look around, he produced a very large white plastic trash bag. My wife, who had been watching the scene, exclaimed: "Oh my God, he's going to put that giant trash bag on the beach behind a rock!"

Disbelieving, I dinghied over to have a closer look. Sure enough, he'd left his large, white plastic bag of trash in a trash pit. Subsequently, he and his companions had gone off hiking. A lady guarding the dinghies excused the sailor's transgression by saying, "Someone comes and burns the trash."

What a terrible legacy to leave our Mexican friends: piles of trash on their pretty beaches. I'm aware that Mexicans have some of their own serious problems

The last time we were at the 'cruiser shrine' at San Juanico, there was an orderly rock-lined trash area.



LATITUDE 38/RICHARD

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with trash disposal, but we American mariners are supposed to know better. And the guy wasn't even a powerboater, he was a sailor!

Many American yachts visit and enjoy the beautiful islands of the Sea of Cortez. But let's join right now to put an end to this abuse of the environment. Carry your trash to the next mainland stop. Put up with the minor inconvenience for the sake of all the yachts that want to enjoy unspoiled islands for years to come — and because it's just the right thing to do.

Could a festive clean-up fleet be organized by the good yachtie folks of La Paz? We hope so. In addition to cleaning the messes up, it would also put out the word that we responsible American mariners in Mexican waters are going to stop the disgraceful practice right now.

— name withheld 6/97

N.W. — Anyone familiar with the TransPac knows that sled owners and crews are psycho about weight. If they find an excess pound or two, there's hell to pay. Some go as far as drilling holes in toothbrush handles to save a few ounces.

But what you see in the accom-

Although psycho about even minimal excess weight, TransPac racers carry their trash 2,200 miles to Honolulu.

panying photo is a shot of the Andrew's, 70 Cheval's head, one of her crew — and all the garbage they carried 2,200 miles for proper disposal in Honolulu. If anyone illegally throws trash overboard in the TransPac, they get the boot. If anyone improperly disposes of trash in the Ha-Ha, they'll get the boot, too.

Mexicans do have a problem with garbage. If you visit Turtle Bay, you get the idea that arroyos were made for topping off with rusty cans and other trash. But we mariners know better, and we should reduce rather than contribute to the problem. Especially when it comes to plastic!

In the past there have been cruiser clean-up programs at Isla Partida, Puerto Escondido, and San Juanico. Maybe it's time for one at Isla San Francisco.

What should you do if you see a cruiser leaving trash — especially plastic — on a beach? Leave a note in the offender's dink so he knows that others have seen him and don't approve. Then go ashore and burn and/or bury it.

Gumbo Ya-Ya — Tayana 37 The Bischoff Family Rocking The San Blas (Bainbridge Island)

Hundreds of screaming kids chasing rock musicians through the streets, grabbing their clothes and bodies, and crowding around trying to get 'up close and personal'. It sounds like the script to the Beatles' *A Hard Day's Night*, but it was actually the scene at Rio Diablo Village in the Panama's San Blas Islands when the crew of *Gumbo Ya-Ya* prepared to play a concert for the children of the village.

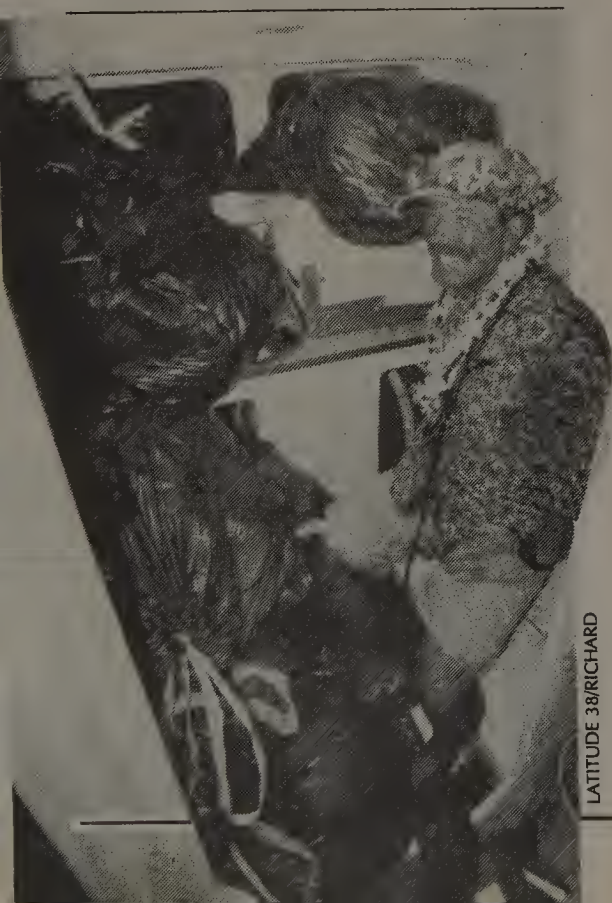
To set the stage, those of us aboard *Gumbo Ya-Ya* — Kurt, Nancy, Korum and Jherek — had left Zihuatanejo in January of '97 with mixed feelings. While we were excited about our upcoming trip along the Central American coast and our Panama Canal transit, we were sorry to see our year in Mexico draw to a close. Not only would we miss all the cruising and Mexican friends we'd made, but we would also miss the countless musical friends we had performed with. We will never forget backing up the lovely Mel (*Bigfoot IV*), James (*Passages*), and 'Soul Man' Sam at Noemi's restaurant in Z-town. Nor will we forget jamming with Pepe and Sue (*Melissa*) in La Paz, Diana Jessie (*Nalu*



IV), Tamatria (*Vortex*), Bill (*Elusive*), Jimmy (*Sweet Lorraine*), Philippe and Mariel (*Foxy*), and Lee (*Flying Lady*) at Race Week and at numerous potlucks and parties from Tenacatita to Puerto Refugio.

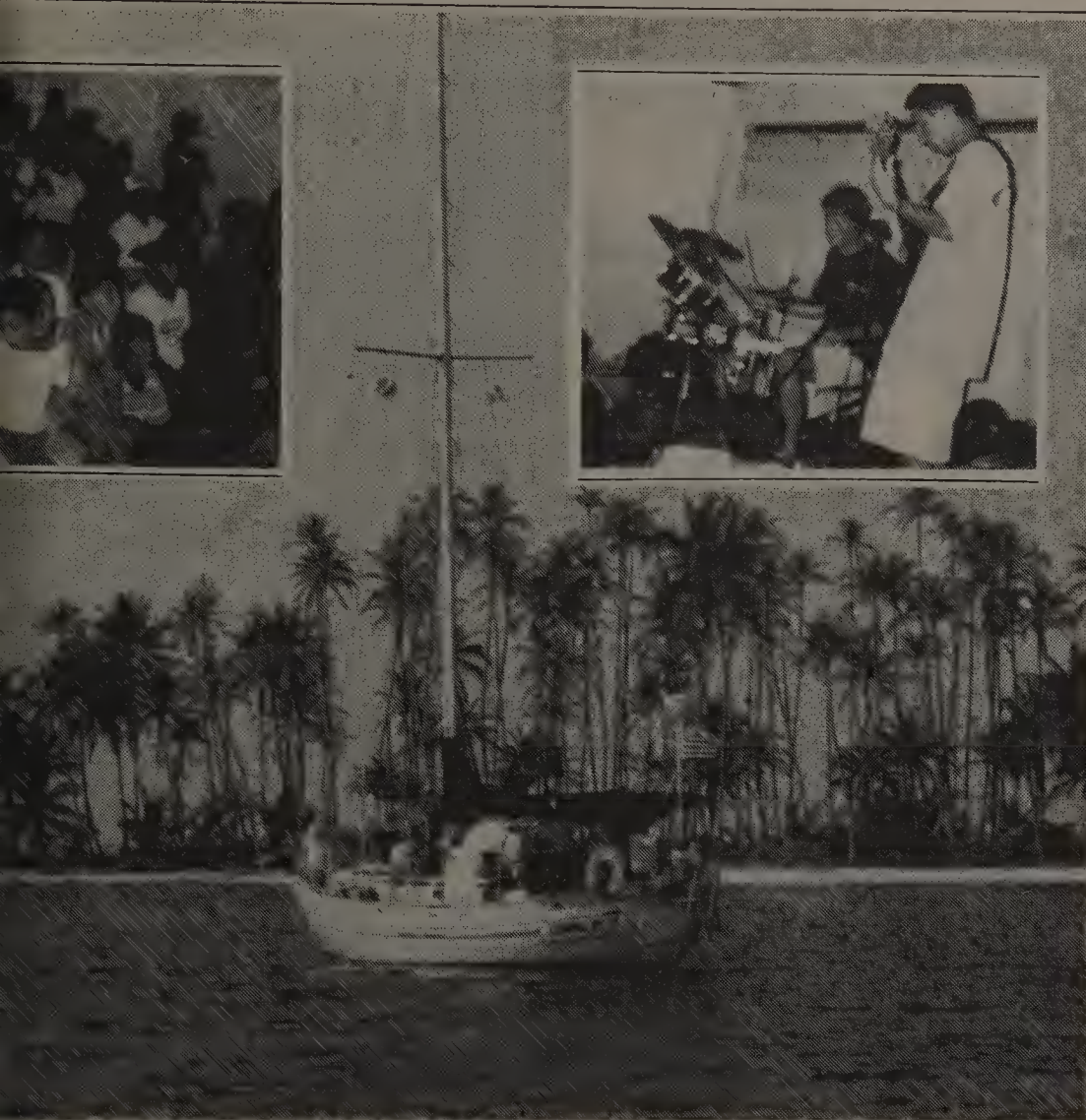
But frankly, the original intention of the *Gumbo Ya-Ya* Band was not just to be a cruisers' band, but also to be musical ambassadors to the countries we would be visiting. We hoped to learn about the music of each region we visited and to play with local musicians. Due to a rather fast trip — Papagayo winds and time constraints — past Guatemala, El Salvador, Honduras, Nicaragua and Costa Rica, we didn't get much chance to play or listen to music. So it was with high expectations that we transited the Canal in early April, entering the Caribbean — home of reggae, salsa, Latin Jazz and — if you include the Gulf of Mexico — blues, jazz, zydeco and Cajun music.

After exiting the Canal, we turned right and visited the beautiful and historic Panamanian harbor of Portobello. While there, we hiked among



LATITUDE 38/RICHARD

IN LATITUDES



ALL PHOTOS BY GUMBO YA-YA

Spread; 'Gumbo Ya-Ya' in the lovely San Blas Islands. Insets; crowds of kids gathered to get their Ya-Yas out.

the ruins of the Spanish forts and played for a cruisers' potluck with Eileen of *Little Gidding*. We left Portobello for the San Blas archipelago off the northeast coast of Panama. These beautiful sand and palm covered islands are home to the Kuna Indians, who are noted for their short stature, beautifully dressed women — nose rings have *always* been in fashion there — and for the gorgeous *molas* the women create.

Having spent a week snorkeling, fishing, and wandering around Chichime and the Holandes Cays, we were ready to reprovision, so we headed for Rio Diablo Village, the largest Kuna settlement in the San Blas region. We anchored off the village and were soon approached by Frederico — the 'yachtsmen's friend' — who offered to help us obtain food, fuel and water.

The next day, before taking the dinghy trip up the river to see the Kuna cemetery, we asked Frederico if he could arrange for us to put on a concert for the

local kids. He said that he would have to first get permission from the *Silah*; every island has a chief from whom yachtsmen must get permission before exploring. When we arrived back at the village at 1600, Frederico reported that the concert was on — for 1800 that evening at the village community hall!

So we quickly dinghied the drums, amplifier, keyboard, and bass ashore and, as we walked toward the hall, numerous children started to follow us. While we set up the equipment, approximately 50 kids gathered around to watch. But it wasn't until exactly 1800 — when the village's generator was fired up and the power turned on — that the big crowd came charging down the streets from all directions. Hundreds of kids — and quite a few adults — packed into the hall and waited quietly for they knew not what. Despite the fact that one five-year-old was wearing a Red Hot Chili Peppers T-shirt, we doubt if anyone in the village would know Flea from President Clinton.

We played some blues, rock, and jazz for about 90 minutes, and the kids stared in wide-eyed wonder. At one point, some fellow cruisers got up and

danced — but again, the audience just stared. We later learned that the only time Kunas dance is during religious ceremonies and never for pleasure. At the conclusion of the concert, the *Silah* gave a speech in which — we think — he thanked us. We packed up the equipment and had 50 volunteers help us carry it to the dinghy landing.

The following day we went to the village to buy bread and were followed everywhere by children wanting to touch us and talk to us. But it wasn't until later that afternoon that we realized how much we had touched these people. As we were laying below, reading and napping, we heard some soft singing and music outside. When we came up on deck, we found a *cayuco* — a dugout canoe — with a mother and four children aboard. The children were all singing while tapping pieces of plastic and wood together. It was a thank-you concert just for us.

Gumbo Ya-Ya left the San Blas Islands and travelled to Isla Providencia (more concerts with Skip from *Tai Kuri*, Ron from *Talaria*, and Mark from *Fionn Mac Cool*), the Bay Islands of Honduras, Belize, Isla Mujeres, and is currently in New Orleans listening to jazz and Zydeco and pigging out on boiled crawfish.

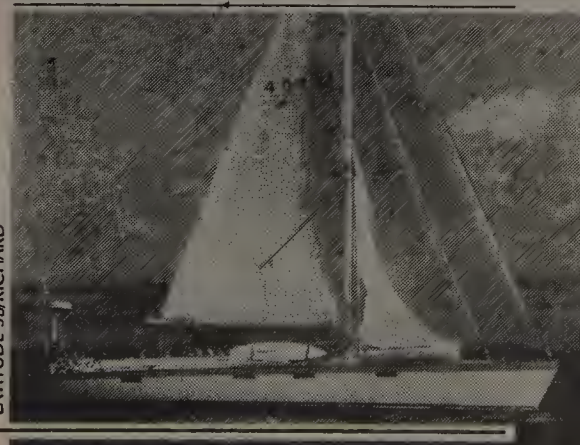
— the bischoffs 6/15/97

Different Worlds — Valiant 40 Al & Debbie Farnar Beyond Mexico (Islamorada, Florida)

A week out of the Galapagos and on our way to Easter Island, we thought we'd tell you about the last six months.

We spent Christmas at Tenacatita Bay, one of our favorite places, with just

There were very sad farewells when the Farners had to say goodbye to their cruising friends such as 'Moonshadow'.



LATITUDE 38/RICHARD

CHANGES

a few friends. It was very quiet and nice. We spent New Years — as well as another five weeks — at Zihuatanejo. What a hard place to leave; we spent seven weeks in Z-town last year.

Al did a lot of metal-detecting while at Z-town and at the resort beaches of Ixtapa about 15 miles to the north. He found many Mexican coins and about five rings, but nothing of real value. While having fun doing this, Al met up with a local fellow named Roberto who was also detecting. Roberto told Al that the hills were full of "oro, plata y dinero" — in other words, gold, silver and money.

So the next day the two of them headed for the hills. They didn't find any treasure, but while Al was looking down to watch his step he accidentally bumped into a wasp nest. He ended up losing his glasses — and getting about 15 stings on his face! Al was pretty scared because he didn't know if they were killer bees or what. Fortunately, he didn't have an allergic reaction or even swelling. Roberto was brave enough to retrieve Al's glasses. The two found some caves they wanted to explore, but decided to put it off for another day.

We decided to invite Roberto and his wife Lupie to go sailing with us. They speak English about as well as we speak Spanish, so we kept the English-Spanish dictionary handy. We did pretty well nonetheless. It was a good day for sailing, with light winds and a calm sea. Lupie got seasick anyway, so we had to cut it short. After Al and Roberto took off in the dinghy to do a little fishing, Lupie and I talked. It was an overcast day, and Lupie said it looked like 'earthquake weather'. When the men returned from fishing, they made plans to explore the caves on Saturday, and we were to join Roberto and Lupie at church on Sunday.

Al was so excited when Saturday came. Prepared, too. 'Mr. Boy Scout' had water, flashlights, lots of rope, a metal detector, first aid kit, and other stuff. I don't know how he carried it all. After they left, I started doing stuff around the boat. About 1400 there was a loud roar and the boat started moving around! I thought somebody was anchoring real close to us, so I came topside but saw nothing. But then there was another roar. It was an earthquake — Lupie had been right!

With Al deep in a cave somewhere in

the hills, I started to get worried. After an hour of wondering what to do, Al called on the VHF to say he and Roberto were safe and on their way back. He didn't know if I knew there had been an earthquake. It turns out, the 'caves' he'd been exploring were actually tunnels, and he'd been about 100 feet down when the earth started moving. He was wedged between some rocks when the shaking started, so when it stopped he got out of there fast. He wonders why I worry all the time, but he got a pretty good scare himself.

The following day we learned that the epicenter had been 50 miles to the north and 100 miles offshore — which explains why I felt it at anchor. But it proves once again that it's safer to be on the water. Sunday we went to church with Roberto and Lupie, and I reminded Lupie about her predictions. She just smiled.

The Monday after Super Bowl we headed for Acapulco, which has all the big stores such as Walmart, Sam's Club, Costco, and the Mexican equivalents. Of our six days in Acapulco, four of them were spent provisioning for the South Pacific. Day one was for canned goods

Some places just have a little touch of magic. Z-town is one of them, which is why it's so hard for cruisers to leave.

and dry staples. Day two was for refrigerator stuff, meats, and cheeses. The third day was for making sure we hadn't forgotten anything, and the last day was for fruits and veggies. I'm amazed our 40 footer had room for all that stuff, but she did.

While in A-town, we went to see the famous cliff divers with our friends Ken and Margaret of *Discovery*. The most exciting part was seeing the divers getting across the water and climbing up the cliff. We saw lots of other friends while in Acapulco, including *Seeadler*, *Moonshadow*, *Chap*, *Yellow Rose*, and *Cherokee Rose*. On the last night we had the crews of *Chap* and *Moonshadow* aboard for the sad farewells. We reminisced about the last 14 months in Mexico and then the tears started to flow. We will truly miss all our friends from Mexico and hope it's not long before we see them again.

We left Acapulco on February 3 on the 1,195-mile trip to the Galapagos. We expected to have light winds and that's just what we got. We reached the Intertropic Convergence Zone at about





5°N, and had the usual doldrum conditions interrupted by strong squalls and lots of rain and lightning. One day we saw lots of unfamiliar large dolphins and our first pilot whales. We later had two men in a helicopter hover directly above us, smiling and giving us the thumbs up. As we were 400 miles from land, we had no idea where they came from.

We stood four-hour watches during the trip. Al took the 1700 to 2100 watch while I slept, then I took the 2100 to 0100. It went on like that until 0900 when Al woke up, at which time we had some breakfast. We usually ate dinner between 1530 and 1630 so I could have the dishes done and be in my bunk by 1700. We also had radio schedules to meet with friends back in Mexico or those who continued on to Costa Rica. I also checked in with a few ham nets where I made phone patches back home to family and friends.

We crossed the equator on February 14 and celebrated with a bottle of champagne, baked brie and apples. King Neptune was naturally invited to the celebrations, and we toasted him with his own glass of bubbly. Next month we'll tell you about the Galapagos and

spending Easter on Easter Island.

P.S. For those interested in facts, here's some of ours from between February 2 and June 15:

- 5,991: Miles travelled.
- 225: Engine hours. About half were used for charging and refrigeration rather than propulsion.
- 46: Nights underway.
- 5.7: Gallons of water use per day.
- November 15: the last time we took on water.
- 541: Watermaker hours, making water at 1.4 gallons/hr.
- November 15: The last time we plugged into shore power.
- January 25: The last time we had laundry done. We collect rainwater and Debbie uses a washboard.

— al & debbie 6/15/97

**Princess Del Mar — HR 35
Jim & Gwen Johnson
Completion of A Circumnavigation
(Chico YC)**

Upon arrival back at Cabo San Lucas on April 21, *Princess Del Mar* and her crew — including Charley the cat — had completed an eight-year, 14-day, 35,000+ mile circumnavigation.

We'd started by leaving San Francisco Bay in July of '87, and sailing north to Puget Sound and then Glacier Bay, Alaska. We next turned south to Cabo San Lucas, and then west on April 15, 1989 to the Marquesas and the rest of French Polynesia.

After a working year in American Samoa, we continued our trek westward, staying over in Brisbane, Australia, then sailing over Cape York to Darwin. We next crossed the Indian ocean to South Africa. We rounded the Cape of Good Hope in February 1993, and after an idyllic 5,000-mile South Atlantic sail, arrived in Barbados.

After continuing on to Fort Lauderdale, we returned to California to visit our families — several members of which we'd never seen before. When we returned to Florida, we completed many boat repairs and got work in the Fort Myers area. During this time we were able to liveaboard at Port LaBelle, a friendly place on the Lake Okeechobee Waterway.

In May of '96 we left for 'DownEast' via the IntraCoastal Waterway. Before it was over, we'd sailed — actually, we motored

most of the time — 2,500 miles along the East Coast. We made stops at Annapolis, Washington, D.C., New York, and cruised Maine before getting as far north as Nova Scotia. After another short stay in Port LaBelle, we headed for Cabo San Lucas.

We sailed down the Yucatan Channel on our way to Panama, then transited the Canal on January 21 and 22 without incident. Once back in the Pacific, we began the long slog to the north. After three months and 3,000 miles of mostly windward motorsailing, we arrived in Cabo to complete our circumnavigation — and our goal.

As soon as weather permits, we'll begin the 700-mile 'Baja Bash' upwind to San Diego. After a trip up the coast of California and a long stop in San Francisco Bay, we'll continue north to Humboldt Bay where we have family.

Our plans beyond that are indefinite. We may continue to the Northwest for more cruising, but who knows? Ask us

With their photos in storage, the most exotic shot the Johnsons had of their circumnavigation was from Annapolis.



PRINCESS DEL MAR

CHANGES

again in six months.

—jim & gwen johnson, 6/5/97

Cruise Notes:

"I hope this is the last photo I'll ever see of one of my boats upside down," writes former Berkeley resident Peter Brown. About 15 years ago, Brown, then in his mid-30s, took a break from a successful law practice in San Francisco to do the Singlehanded TransPac with the Olson 30 **Gold Rush**. It changed his life. He sold everything when he got home and went to France to take delivery of a Pretorian 35. He spent most of the next decade sailing southwest. He ended up in South Africa, where he sold his monohull and awaited completion of a new Norseman 400 catamaran. Brown then cruised **Nepenthe** to the Caribbean and was just beginning to charter when hurricane Luis' blew through. **Nepenthe** was flipped and crunched, becoming one of more than 1,000 boats lost in St. Martin's Simpson Lagoon.

Brown had insurance, got a reasonable settlement, and eventually wandered to Pt. Townsend and the NW



PETER BROWN

Having had one bad experience in St. Martin, Peter Brown doesn't ever want to see one of his boats upside down again.

School of Wooden Boatbuilding. After a visit to Australia and multihull designer Tony Grainger, Brown, Ken Lincoln of Olympic Boatworks, and a two-man crew began work on a Grainger 480 catamaran. The boat was flipped in June, giving Brown, "the most exciting

five minutes I've had since puberty."

Also springing for a new cruising catamaran, this one a Fontaine-Pajot Athena 38 tentatively to be called **Blue Moon**, are Carl Spitzer and Karen Goldberg, a couple of Northern Californians hoping to avoid career burn-out. Spitzer's high-stress occupation was — and still is — emergency room physician at St. Mary's Medical Center in San Francisco. His wife's previous career may have been even more hectic: owner of now-defunct Annabelle's Restaurant in Mill Valley.

"Right now our catamaran is nothing but resin and cloth somewhere in France," laughs Spitzer, "but some crazy Frenchman will sail her across the Atlantic at the end of hurricane season. She'll be completely fitted out in the British Virgins, and by December Karen, our year-old daughter Zoe, and I will begin a six-month cruise south toward the Grenadines."

We gave Spitzer the same advice we're giving anyone who will be in that part of the Caribbean during New Years. If you're under 30, don't have any kids,

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and want to attend the most wild and crazy New Year's Party in the Caribbean, **Foxy's** on Jost van Dyke is the place. If you're over 30, maybe have some kids, and want a slightly more mild and cosmopolitan New Year's Eve, **St. Barts** is the place for both the New Year's Eve Regatta and New Year's Eve.

"Greetings from the French Polynesian island of Raivavai," reads the e-mail message from Skip and Linda Dashew of Tucson. The couple, authors of the 1,228 page *Offshore Cruising Encyclopedia*, are cruising their 86-foot 'motorsailor' **Beowulf** east across the Pacific from New Zealand. "Raivavai has to be the most laid back French island we've ever visited," continue the Dashews, "as even the *gendarmes* are taking it easy. Checking in has been simplified; we were given our visas without any discussion of a bond. And we can't spend any money here because there is no bank and the one store doesn't want to change U.S. dollars into francs. Of course, Raivavai and nearby Tubai aren't the least bit touristy, only getting about 20 visitors a year. We are



LATITUDE 38/RICHARD

A New Year's sailing vacation at St. Barts will have you jumping off the deck with delight. If it doesn't, see your doctor.

technically just outside the tropics, but when the trades are blowing it's still reasonably warm. The pass is quite wide, well-marked, and leads to a nicely-protected anchorage."

"Our eight-day passage up from New Zealand was uneventful, as we only had

two small blows. The last went on for 18 hours with 35 to 45 knots from the southwest. We carried a bit too much sail as the seas were from one direction, but we wanted to test the boat. The autopilot steered the whole time — with input from Linda and I. We had nice long rides in the teens with just the main and mizzen set. Half a dozen times we saw the speedo hit 32 knots — which was quite exciting in the dark. Aside from the latter, we've been sailing conservatively. Either I'm getting old or Linda is having more influence on our sail selection. Still, we've managed 278 miles a day for the crossing — not bad for a couple of old cruisers in a 'motorsailor'."

The speedo hitting 30? Averaging 278 miles a day? "In ideal conditions, in a downwind race, with an all-star crew, Roy Disney's turbo-charged Santa Cruz *Pyewacket* averaged 290 miles a day to establish a new TransPac record," grumbles **Hiram Gunn**. "I think *Beowulf's* speedo might need calibrating."

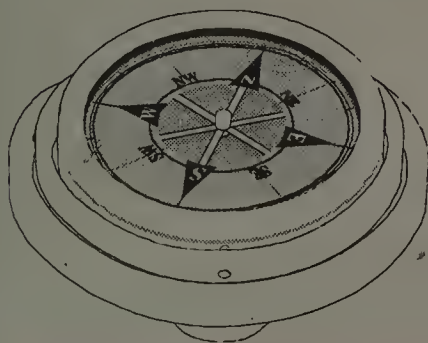
"It's with sadness that we report the

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CHANGES

loss of the Challenger 40 ketch **Yobo** in early June at the Ratones Cays in the San Blas Islands of Panama," report Roger Bohl and Angela Konig of the Northern California-based Cal 39 **Ariadne**.

Apparently **Yobo's** anchor dragged through the coral and sand bottom when a squall blew through. The couple put out a distress call on the Central American Breakfast Club net saying their boat was on the reef. This news was passed on to the Papagallo Net, which is where Bohl and Konig heard about it. They'd spent the previous night at Coco Bandero Cay, hoping not to drag in 20 knots of wind from the east. The crew of **Ariadne** and others — including **Mighty Lion King** and **Primo** — tried to call other boats to come to **Yobo's** aid, while Dave Simpson of Cabanas Parida tried to get a chopper from Howard Air Force Base in Panama.

The Air Force Base reported zero-zero visibility, so the chopper was out of the question. **Yobo's** buddyboat, **Mary Ellen**, was right on the scene, but couldn't help because her engine was down. The



Once a boat gets 'Yobo'-like on a reef, it's very difficult to salvage her. This **Ericson** was an exception, as she was salvaged and repaired.

motor vessel **Lady Geraldine**, 15 miles away, was contacted, but her engines were down for servicing. Jerry and Karen, aboard the sailboat **Felicity** next to **Lady Geraldine**, set out for **Yobo** as soon as the visibility permitted. As **Felicity** raced through the reef-strewn waters, **Yobo** reported their rudder was

gone and water was pouring in through a number of holes in the hull. With four feet of water inside the boat and **Felicity** still 90 minutes away, Reed and Cindy decided they couldn't wait any longer and began off-loading gear to the nearby **Mary Ellen**. When **Felicity** arrived about noon, it was far too late to save the boat. Indeed, **Yobo's** owner said they probably couldn't have helped if they'd been there right when the boat first went up. Once on the wide reef, there was no pulling **Yobo** off, as it was 300 hull-grinding feet in either direction to deep water.

"All of us down here feel deep sympathy for Reed and Cindy over their loss," reports Bohl, "but at least neither of them was physically injured. The San Blas Islands are beautiful, but sailing and anchoring among the reefs requires different sailing skills and decisions than on the west coast of Central America. Almost all of us have touched a reef while anchoring. And while the reefs provide excellent protection against the swells, you get periods of strong winds and there isn't much room for swinging before a boat bumps against some

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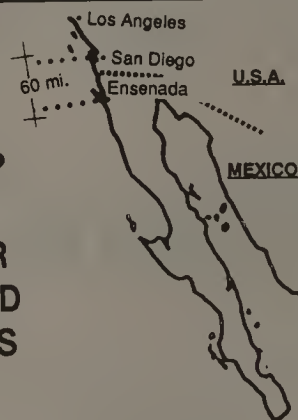
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unforgiving coral."

When American yachties return from Cuba, **American officials in Key West** will sometimes attempt to trip them up with this trick question: "How did you pay for your slip at Hemingway Marina?" The trick is that while it's legal to sail your boat to Cuba, spending any money in Cuba is "trading with the enemy" and therefore a violation of Treasury Department law. What to do? Tell the American officials that you were, "The guests of Lic. Jose Miguel Diaz Escrich, Comodoro of the Club Nautico International YC of Havana. Better yet, before leaving Hemingway, get Senor Escrich to write you a letter to that effect. And when you do, say 'hi' to our Commie pal for us.

Speaking of Cuba, Ray Jason reportedly departed from there aboard his Farallone 30 **Aventura** for the Rio Dulce. You can make some pretty good money juggling for tourists in Key West, but that's not the case in Havana. Jason's *Cruising Vignettes* appear in *Latitude* on a semi-regular basis.

It's been decades since cruising



No matter if it's a lobster dinner or berthing at Marina Hemingway, you never paid for anything in Cuba. This is one time to lose your receipts.

pioneer Hal Roth departed the Sausalito YC with his Alberg 35 **Whisper** for cruising adventures — including a trip around the Horn — that would be recounted in numerous books. Many years later Roth did a BOC singlehanded around the world race with a modified Santa Cruz 50. "I guess you're glad you

don't have to race around the world singlehanded again," a woman told Roth during a recent dinner.

"I'd do it again in a minute," replied Roth. Although 70, Roth is said to be in excellent health. His current project is to retrace the travels of Odysseus with a new *Whisper*, a Pretorian 35. Incidentally, all of Roth's cruising books are about to go back into print.

Dick Markie of **Mazatlan Marina** reports that summer occupancy at that marina is up 400% over last year. "We've got 68 boats now, most of them sail, and many of which are in storage for hurricane season. We're also getting a number of larger Mexican-owned sailboats berthing here. One fellow brought his 33-footer up from Acapulco where he was paying \$600/month. Here it's just \$160 — or as little as \$99/month in storage."

Markie reports the marina is looking forward to two big November events: the second **Mazatlan Ha-Ha**, which follows the Baja Ha-Ha, and the huge **Cruisers Thanksgiving Party**.

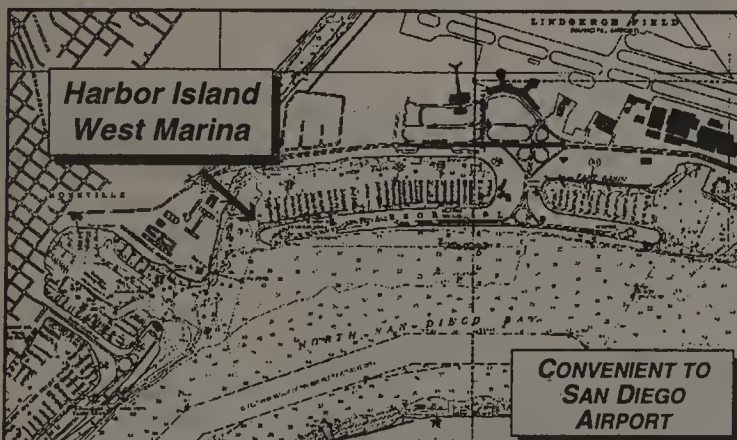
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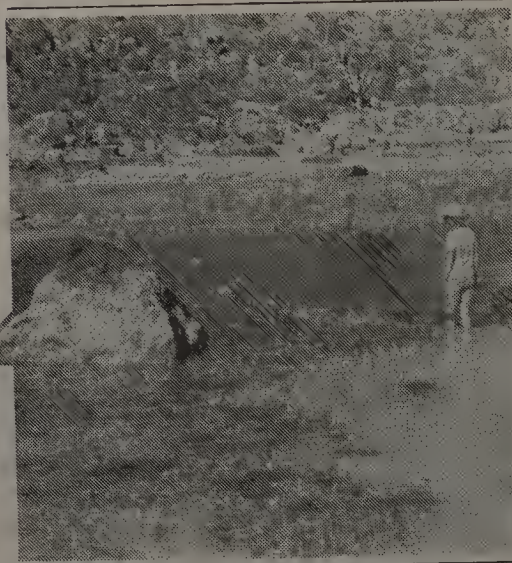
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CHANGES

that there's been little progress in apprehending the murderer of cruiser Michael Bates. Mexican authorities have the name and description of a prime suspect, but it's believed he's fled to one of the thousands of small towns in Mexico where it's unlikely he'll ever be found. Bates had met some Mexicans in a bar, gone with them to a middle-grade motel, and was later found dead of multiple stab wounds.

Ed Vergara of **Marina Palmira** in La Paz confirms they'll be hosting a second **La Paz Ha-Ha** after the Baja Ha-Ha, and that it will feature a big party and plenty of great prizes. First to finish in the 'La Paz Ha-Ha Challenger Cup' will get a week's free moorage at Marina Palmira, second will get five days, third gets three days, and fourth to sixth get one day. Everyone will get free food when they arrive at Marina Palmira for the party and will only have to pay for beer and drinks. In addition, those deciding to use Marina Palmira as a winter base will get special summer monthly rates until February 1.

For those cruisers with just one shot



As long as there aren't any Northers, November explorations in the Sea of Cortez can be terrific. You'll be shocked at how warm the water is.

at the Sea of Cortez before heading to the South Pacific, *Latitude* advises getting up into the Sea of Cortez as early in November as possible. The water stays very warm until the end of the month, but you have to start watching out for nasty Northers starting as early as the end of October.

By the way, both Vergara of Marina

Palmira and Markie of Mazatlan Marina will be in San Diego on October 26 for the **Ha-Ha Kick-Off Party**.

Putting things **in perspective**. A typical Northern California sailor will make a six-month winter cruise from San Francisco to Mexico's Z-town and back. Without consulting an atlas, is this more or less distance than a cruiser would travel sailing from Gibraltar to Turkey and then back to Gibraltar? Time's up! It's just a little bit shorter from Gib to Antalya than from San Francisco to Z-town. Within that distance in the Med, however, you get Spain, France, Monaco, Italy, Greece, Turkey, Malta, Tunisia and all kinds of other good stuff. If it gives you any ideas, keep in mind that the U.S. dollar is on the move — particularly against the sometimes arrogant French franc.

There is only one **reigning monarch** in the Western Hemisphere. Can you name him? Even more important, can you name the enticing but rarely visited cruising grounds not far from his kingdom? If you can't, don't miss next month's *Cruise Notes*.

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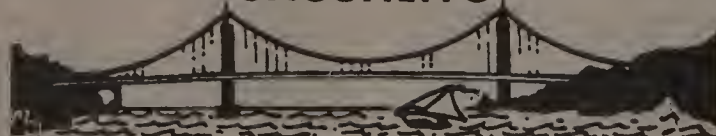
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YANKEE DOLPHIN 24. Very clean with new sails and battery. Asking \$7,500. (916) 577-1796.

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24-FT ISLANDER BAHAMA. 2 mains, spinnaker, jib, anchor, 7.5 Honda 4 stroke outboard. Located Oakland North Basin #106. \$2,300. Telephone (415) 474-5844.

MacGREGOR 19 POWERSAILER, 1993. With trailer, 40 hp o/b. Sail, waterski or fish anywhere. Always fresh water sailed. Excellent condition. \$11,500. (510) 228-7348 or page (510) 279-8367.

J/24, 1982. Excellent condition. Faired keel & hull. 2 sets of sails. New standing & running rigging, lots of go fast equipment. 4 hp o/b, etc. \$12,000 obo. J/24 sails for sale. New, used once. \$3,700. Call (510) 236-1977.

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ERICSON 23. Good condition. 8 hp o/b, epoxied bottom, standing rigging 1 yr old, depth meter, battery charger, compass, Porta-Potti, 5 sails (4 jibs, new 100% jib). \$2,995 obo. (707) 427-2646.

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RANGER 23, 1976. Great Bay boat with new North main, 2 spinnakers, 4 jibs, new bottom paint, clean, polished & ready to race, cruise or leave in the berth. 6 hp Evinrude. Sausalito berth. \$4,700. (415) 460-1624.

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FREEDOM 21, 1985. Freestanding carbon fiber mast, gun mount spinnaker, '96 Suzuki o/b, very high quality construction by TPI. \$6,800. Phone (209) 477-7481.

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CORONADO 25. A beautiful boat with extra heavy Bay Area rigging. Complete with knotmeter, VHF radio, compass, custom cockpit cushions, 9.9 Johnson o/b with electric start & many other extras. \$2,750. (415) 472-0263.

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EXPRESS 27, 1982. 3 new sails, Loran, VHF, Sailcomp, o/b, trailer, loaded. Excellent. \$17,500. (415) 456-3316.

SAN JUAN 28. Diesel, roller furling, 6'4" headroom, 10 ft beam, fin keel, high aspect mast. Excellent condition. \$9,985 firm. (800) 331-7626 or (916) 791-0362.

PEARSON TRITON 28.5, #518. New electric head system, battery charger wired in, Autohelm, depth/knot/wind system, VHF, Loran, stereo cassette. 6 sails, new bottom 4/96 & much other work. Appraised \$13,500. Sausalito berth. \$10,900 obo. (916) 663-3150.

CAL 2-27, 1977. Rigged for singlehand sailing. Sails in good condition, VHF, Yanmar diesel, Autohelm, Loran. \$8,500 obo. (408) 251-6436.

YAMAHA 25, 1978. Super condition, must see. New sails, standing & running rigging. Make offer. (510) 980-4046, lv msg.

26-FT COLUMBIA, 1978, T-26. Trailerable, this is not a MKII. 6'1" headroom, marine head, galley w/ 2 burner stove. Wood bulkhead between main salon & sleeping quarters. Good shape with roller furling & cruising spinnaker, jiffy reefing, boomvang, 9.9 hp o/b. Lines run to cockpit. Sailed mainly in fresh water. Needs cleaning & minor repairs. Ready to sail the Bay or Delta. Disability forces sale. \$7,750 obo. Will consider trade. Berthed in Petaluma. (707) 569-9215.

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LUGER 26.5. Swing keel, furling genoa, roller reefing, 7.5 Honda o/b, trailer, pop-top, galley, head, depth/fish sounder, cover, VHF. In Tahoe City Yacht Harbor. Asking \$5,900 obo. Slip available. Wolfgang, (702) 831-1920.

26-FT WINDROSE BY LAGUNA YACHTS, 1982. Has only been in fresh water (Lake Tahoe). Upgraded Kenyon rigging, over 6 ft headroom, shoal keel, 10 hp Honda, loaded with many extras, sleeps 6. Includes tandem trailer. \$16,000. Gene or Nancy, (916) 542-4953.

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CATALINA 27, WHITE SATIN, 1982. Hull #5198. Fully loaded race & cruise, winning record, everything included. New bottom '97 w/warranty. Excellent condition inside & out, full Pineapple inventory, 15 hp o/b with electric start & remote controls. \$16,000. Steve, (408) 278-8056.

MacGREGOR 26, 1988. 150% roller/furling genoa. Jiffy reefing, lines led aft, Harken hardware. VHF, depth/fishfinder, compass, safety equipment. Enclosed head, propane stove, swim ladder. Pop-top enclosure. 8 hp longshaft Mercury w/generator, trailer. Clean. \$8,000. (916) 272-2344.

SANTA CRUZ 27 W/TRAILER. Rebuilt 1993. 7 bags of sails, VHF, Loran, new hardware, new faired bottom, digital knotmeter. Nice LP top & freeboard, outboard, race ready, many trophies. \$10,800. CF4971FM. (714) 240-4403.

ERICSON 27, 1971. Atomic 4, new exhaust, Martel folding prop. Sink, water system, 2 burner stove. VHF & depthfinder. 5 sails, 2 whisker poles. 6 Barient winches. All lines lead to cockpit, teak flooring. \$10,500. Telephone: (415) 343-4278 or (800) 507-4726.

28.5-FT COLUMBIA DEFENDER, 1963. Full keeled classic heavy fiberglass sloop. Raised deck. Great Bay boat. Big, comfortable cockpit & cabin. 6 ft standing headroom. Atomic 4 i/b. Refrigeration. Rigged for racing (including spinnakers), or cruising. Easy to singlehand or daysailing. Sleeps 4-6 cozily. In fresh water for 29 yrs. One family owned. In Sausalito. \$8,000 obo. Contact (415) 331-1193, lv msg.

CORONADO 25. Popular, roomy cruiser. Ready to sail, in Alameda sailing berth. Main, 3 jibs & great North spinnaker. 15 hp Evinrude. \$2,000 obo. A lot of boat for the money. (510) 769-9081.

EXCALIBUR 26, 1979. New Nissan 8 hp i/s, new electrical & battery, head plus many extras. A great Bay cruiser, in great shape. \$3,700. Call (415) 244-9675.

DIVORCED, MUST SELL MacGREGOR 26, 1995. Excellent condition. Trailer w/spare, 9.9 hp 4 stroke longshaft Evinrude w/auto start & alternator. Roller furling w/150% genoa, VHF, depth, compass, dual batteries, stereo, extra lighting, pop-top cover, brass instruments. Loaded. Over \$21,000 invested, sell for \$14,800. Telephone: (408) 667-0448.

SANTANA 27. Great Bay & Della boat for family (sleeps 6) or singlehand (all lines led to cockpit). Very roomy interior. Completely refinished & customized. 110% jib & main (3 yrs old), 130%, 180% genoas, spinnaker, new rigging, holding tank, AP, DS, KM, VHF, compass & stereo. 9.9 Evinrude with electric start, generator overhauled 12/96. Bottom painted 4/96. Well maintained. \$7,900. (415) 454-6527 lv msg.

NEWPORT 28. Racer/cruiser by C & C. Sleeps 6, singlehand. Red hull. Atomic 4 runs good. New stainless fuel tank, halyards, batteries, 8 winches, Martex prop, spinnaker, stove, heater, head & holding. Recent bottom, survey. Ready to go sailing again. \$8,000/offer. (707) 462-2012.

COLUMBIA 26. At Fortman, Alameda. Recent keel repair & bottom paint. Handcrafted woodwork, VHF radio, depthfinder, 4 cycle o/b, knotmeter, older roller furling available. Serious offers only please. \$2,900. (619) 569-1271.

MacGREGOR 25, 1982. Perfect condition, 10 hp engine, trailer with extra long tongue, VHF, stereo, solar panels, swim ladders, stove, new sails. \$4,950. Call Nat, (415) 636-9324.

PEARSON 28, 1986. Great Bay & coastal cruiser. Yanmar diesel 500 hrs, dodger, fresh bottom, survey. Excellent, clean condition. Berthed in Berkeley. \$29,500. (916) 265-2070.

CATALINA 27, 1985. Diesel, new batteries, batt charger, dock power, 2 burner stove, 2 man inflatable, radio, adj backstay, boarding ladder, double lifelines, Lifesling. Main, 130% furling jib, holding tank, Y-valve, auto bilge pump, Tillermaster. \$13,000. (408) 778-0047.

CATALINA 27, 1975. Very good condition. Diesel engine, 130% & 150% roller furling jibs & full batten main. Bottom paint 6/96. Autohelm, compass, depthsounder, KM, VHF, GPS, stereo, cockpit cushions. Sails great! \$8,500 obo. Contact Jeff at (408) 479-7421.

25-FT FOLKBOAT. Built 1959 by Brandt-Moeller Yard, Denmark. Lapstrake woodie, fir over oak frames. Dry hull. Interior has 2 bunks, sink & closet/storage. Needs deck & mast work. As is, \$1,500. Call John, (415) 824-1278.

PEARSON ARIEL 26, 1965. Tabernacled mast, Loran, depthsounder, knotmeter, Bruce with 30 ft chain & 90 ft 5/8" rode. Balmar seaswing, 7.5 hp Honda, main, 94%, 110%, 150% & more. Berthed in Santa Cruz. \$6,500 obo. (408) 925-6180 wk or (408) 266-4379 hm.

28-FT TRITON, #248. Yanmar diesel, new teak trimmed interior, improved structural mast support, 133 cubic feet of underwater volume, generous freeboard. Liveaboard headroom, 4 berths, 2 speed winches, main & jib, dodger, new boom & cushions for \$1.41/lb. Contact Myron Spaulding. (415) 332-3721.

CHEOY LEE OFFSHORE 27, 1969. Fiberglass hull with teak house and interior, both in excellent condition with teak and holly sole. Reliable Volvo MD2. Includes Aries windvane and Navico AP. Large inventory of sails. Asking \$15,000. Call (805) 969-0082.

TARTAN 27. Sparkman & Stephens heavy duty fiberglass sloop in excellent condition. Roller furling jib, dodger, spray skirt, new water & fuel tanks, rewired electrical system, just repowered with Universal diesel, brand new prop. Shoal draft with swing keel. Ideal sailer for SF Bay & Delta. \$9,500 obo. Interested in partial trade for a bigger boat (32-37 ft). (415) 324-1433.

27-FT KENNER KETCH, 1971. Fiberglass, full keel & 6 ft bowsprit, 8 ft beam, 10 hp Volvo diesel. Head w/tank. Sails, covers & rigging in good condition. Extra sails. Use of present slip available. \$6,000 obo. (415) 368-5675.

SAN JUAN 28, 1978. Good condition, roomy racer/cruiser. Clean & serviced Atomic 4. Good electronics, AM/FM. Recent haul, paint & survey. 4 sails including asymmetric spinnaker. A great Bay boat. \$12,500 obo. (415) 928-1322 dys or (415) 775-9237 eves.

25-FT NORDIC FOLKBOAT. Wooden classic built in Denmark in 1953. Sturdy hull & rig. 2 suits of sails. Hauled 8/96. Ready to go racing or cruising. \$4,000/offer. Folkboat19@aol.com or (510) 215-0542.

PEARSON 28, 1977. Tall rig (46'6" mast). 10 hp diesel engine, needs interior, sails. Project boat on the hard, near Eureka. \$3,000 obo. Contact (707) 839-2421.

RANGER 26, 1969. Good condition, lots of sails (10), VHF, compass, depthsounder, KM, windspeed, 6 hp o/b, 6 winches. Berthed Alameda. Asking \$6,250. (408) 377-6192 lv msg if no answer.

25-FT FOLKBOAT, BRANDT-MOLLER, Denmark, 1958. Wooden classic, very sound. Race or cruise. 3 sets of sails, engine mount. Sleeps 2. Due for haulout, routine refinishing. Must sell. \$2,500 obo. Ed, (510) 933-5222.

25-FT SAILING DORY. Gaff cutter rig, fixed keel, bowsprit, plywood & glass. Rigged for single handling. New sails & cushions, 9.9 o/b, AP, depth, galley, potti, sleeps 4. Good condition. San Leandro berth E-26. \$4,000. Call 7-9pm. (415) 948-5874.

SANTANA 27. The perfect Bay/coastal cruiser, pampered by loving owner. Fast, clean, many upgrades & extras. Harken traveler, lines led aft, 10 sails, including spinnaker & drifter. VHF, Loran, 2 anchors, compass, depth, new keelbolts, recent engine overhaul (9.9 hp extra i/s Evinrude). New head & holding tank, electric water pump, propane stove, nice interior. Singlehand or bring the family, sleeps 6. A bargain at \$8,100. Contact (415) 993-1907 or email: Karlita@aol.com

FINISHED PROJECT: 26-FT INTERNATIONAL (fiberglass) Folkboat, 1978. Newer: Yanmar diesel, laminated full batten sails, Harken furler, all rigging, head & holding, Autohelm etc in almost showroom condition. Recent survey. Marina del Rey, L.A. Asking \$12,250. (310) 476-0735.

CAL 27, 1972. Pop-top, full sails, selftending jib, dropped boom main, i/b Vire, knotmeter, depthsounder, compass, enclosed head. Fresh water boat (Stockton). \$4,195. (209) 931-5457 or (209) 759-3439.

BRISTOL CHANNEL CUTTER, 1977. Sam Morse hull/deck, teak exterior, new Perkins 3 cyl with Max Prop '95, new stainless water tanks & aluminum fuel tank. Cruising vet w/lots of gear. \$37,500. Located San Rafael. (607) 754-9242.

8.2M BALBOA 27, 1977. This fast cruiser is well equipped & maintained. Edson pedestal steering, selftailing Barlow winches, Petter diesel engine, 3 bags of sails, EMS instruments. This roomy cruiser has a 6 ft+ headroom, sleeps 6, equipped with a Raritan head, Mansfield Marine Sanitation system (electronic TDX) with diverting valve, galley, large dinette, 2 sinks, 2 burner stove. EZ Loader trailer (galv tandem axle), brakes all wheels, VHF & CB. \$14,775. (510) 828-4275 or pager number (408) 745-4265.

NORDIC FOLKBOAT. Built 1960 in Denmark. Recent survey shows boat in good condition. Will need forward keelbolt replaced. \$1,500 in recent improvements. Pretty boat with brightwork interior. \$1,500 firm. (415) 381-0927.

VENTURE 25 SLOOP BY MacGREGOR. Retractable keel, trailer, sails, 6 hp Evinrude. Boat is complete & sound but needs bottom paint & clean up. A good deal on a good boat. \$1,350 or possible trade for older farm tractor. (707) 459-9107.

NEWPORT 27, 1976. Atomic 4 gas motor, VHF radio, many extras. \$5,650 obo. (415) 368-6772.

TRITON 28.6, #265. Loran, depthsounder, knotmeter, Autohelm, Lectrasan waste system, Atomic 4, new bottom job 4/15/97. In San Francisco at China Basin. \$6,500. Contact Tom at (415) 626-1662.

CATALINA 25, 1980. Great shape! New North mainsail, VHF, DS, Loran. Pop-top w/canvas, fixed keel, roller furling, 2 anchors, 9.9 Yamaha electric start. Located in Emery Cove D-14. Asking \$6,900. Call Randy. (702) 677-4760 eves or (800) 262-5252 ext 106, days.

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C&C 25. Very clean, dark blue hull, many extras. Spinnaker, 2 jibs, 2 mains, 150%, 130%, 110%. Electric start & charge 9.9 outboard. Almost 6 ft headroom. Sleeps 4 easily. On Lake Oroville, will move. \$8,000. (916) 877-4617.

BALBOA 27 W/TRAILER. Excellent pocket cruiser, 6 ft headroom, new main, jib & genoa, propane stove, pressure water, marine head w/ tank, 9.8 electric start o/b. Sail the Bay, Tahoe, Catalina, etc in comfort. \$10,750 obo. Contact (916) 622-9352.

CATALINA 27, 1976. Tall rig, o/b, depth, new VHF & Porta-Potti, BBQ. Recent rigging, new boom, lines led aft to Harken traveler over main hatch. 2 headsails, 3 reefs in main. Includes Santa Cruz berth. \$10,000. (408) 464-2549.

O'DAY 27, 1975. Atomic 4, roller furling jib, dodger, autopilot, KM, DS, VHF, Tachometer, engine hour meter. New upholstery, stove. \$7,500 obo. Call (408) 688-0248.

HERRESHOFFH-28 KETCH, 1962. Still has original look. Tight bottom, new paint, fresh brightwork, great 23 hp Volvo MD11C diesel, 5 sails, mooring ball in San Diego. 10 ft fiberglass sailing dinghy, 3 hp. Moving, must sell. \$12,000 obo. Telephone (619) 723-9470.

WESTERLY CENTAUR MASTHEAD SLOOP, 1972. LOA 26 ft, sleeps 6, 25 hp diesel, 10 sails, needs work. Low book: \$10,000. Sacrifice: \$5,000. (916) 454-1550.

CAL 28. New rebuilt inboard diesel, full batten main, headroom, 4 headsails, teak deck, Autohelm, VHF, knot, depth, 2 props, twin batteries, 2 anchors, bilge pump, legal head, ship to shore AC power, galley, holding tank. \$12,500 obo. Call (415) 346-1194.

CATALINA 27, 1971. Hauled & bottom painted 5/97 (no blisters). 2nd owner, seldom used, excellent condition. New canvas top with zip out windows & covers, 6 hp Evinrude, propane stove/oven. Barient winches, new battery, legal head, knotmeter. \$5,450. (415) 593-1218.

CATALINA 27, 1981. Original owner now coaches girls basketball team, goes to kid's swim meets, etc. Very good condition. Universal diesel engine completely rebuilt 2/97 (\$4,000). Spinnaker, VHF, KM, DM, compass, stereo, full galley, standing headroom, sleeps 4 easily, large head. Active class assoc. Lots more. Fun to sail. Sausalito berth. \$10,000 firm. Seller will finance. Contact (415) 460-1045 dys or (415) 454-8164 eves.

C&C 25, 1974. Top quality boat, singlehander's racer/cruiser in very good shape. All lines aft, main, 2 jibs, 2 spinnakers, 9 hp Johnson, gimbaled one burner. Just hauled. \$5,000 with o/b. \$4,000 without. (510) 559-8942.



MERIT 25, 1984. Race ready, full inventory UK Tape Drive Gold sails, reinforced hull, teak sole, Quickvang, Nissan 2.5 o/b, Harken windward sheeting & deck hardware. Kevlar/Spectra hal-yards, depth, knotmeter, VHF, AM/FM cassette stereo, Tuff Luff. \$7,500. (510) 633-3081.

29 TO 31 FEET

30-FT ISLANDER BAHAMA, 1984. Yanmar diesel, knotmeter, depthsounder. Sausalito berth. Great Bay boat. Must sell. \$19,000 obo. Contact (415) 383-1803.

HUNTER 31, 1984. Excellently maintained, Yanmar diesel, queen aft berth, h/c pressure water, GPS, VHF, AP 4000 w/remote, stereo, knotmeter, depthsounder, 3 batteries w/charger, refrig, dodger, club jib. 110%, 130% Mylar, bottom paint '95. \$28,000 obo. (209) 745-1253.

RAWSON 30. Bluewater cruiser. Newer 27 hp Yanmar diesel. New cruising gear. Good boat, needs some work. \$14,500. (916) 489-9898.

30-FT CATALINA, 1982. Great condition with many extras. New engine w/60 hrs. Extra tall rig. \$25,000. Contact Ken, (415) 331-7164 eves or (415) 381-7316.

30-FT ERICSON. Rebuilt Albin. Minor repairs needed. Option to sub-lease berth in SF Marina. \$10,000 obo. (415) 560-4806.

30-FT LANCER, 1982. Lots of extras & goodies. Great deal! We are getting out of sailing. See June Classifieds for complete description. Creative pricing. Try \$18,000. Recent survey, must see to appreciate. Vallejo Yacht Club. Original owner. (510) 754-3055.

CAL 3-30, 1974, by Bill Lapworth. Fast, strong & proven liveaboard for 1-2 people. Fin keel w/ spade rudder, stainless ribcage. 2 mains, 2 jibs, 2 spinnakers, Harken roller furling, 3 single line reef points in main. All lines aft, 6 Barient winches, dodger, Loran, VHF, AP, depthsounder, knotmeter, wind point & speed. 3 compasses, 2 anchors w/ 300 ft rode, sea anchor, drogue, lots of extra lines & blocks, spinnaker & whisker poles. Fully furnished for liveaboard, inc. frig, 2 burner stove/oven, CD, AC/DC TV, VCR, holding tank, 75 ft extra storage space, phone/answer machine. City water in galley, 12v water in bathroom. Can sleep 5 (good friends). Reluctant sale, I'm moving abroad. \$15,000 obo. (415) 742-0351.

ERICSON 29, 1973. Gas Atomic 4, roomy cockpit & interior, enclosed head, 2 sails. \$14,500. Call (510) 522-8376.

30-FT PEARSON. Sloop rigged, new main, furling, all lines to cockpit, dodger. Volvo diesel i/b. 6 ft headroom. May be seen at Brunos Island Marina, Isleton, CA. \$14,750. (209) 579-8408 dys or (209) 577-3139 eves.

OLSON 30, 1979. Hull #48. LPU topsides, double spreader rod rig. Larsen main, Mylar/Kevlar headsails, 3 spinnakers, Harken halyard winches & selftailing primaries. VHF, Lewmar hatches, solar panel, cushions. Clean boat. \$14,000 obo. (510) 237-8339 iv msg or page (415) 207-3028. Motivated seller.

30-FT STARFIRE. New Zealand design. Plywood & fiberglass construction. Built very strong. Never been in the water. \$2,000 obo. (415) 512-1771.

SANTANA 30/30 (30-FT), 1982. Performance cruiser, excellent condition. PHRF rates 126, Volvo diesel, folding prop, GPS, refrigeration, roller furler, 7 sails including full batten main. Pressurized hot/cold water, shorepower, dual batteries and more. \$24,500. (209) 236-1520 home or pager number (209) 520-7883.

GILLMER 30. Design 300, traditional cutter rigged sloop. 34 ft overall. Full keel, heavy rigging, dodger, diesel, solar, inverter, 5 sails. In good shape with beautiful teak interior. Asking \$20,000 or trade. (916) 823-6356 ph or (800) 605-4820 voice mail.

DETUNED OLSON 30 for lazy singlehanded sailing, light cruising. Perkins diesel, MaxProp, selftacking roller furling jib, StackPack main, etc. \$27,500. Unique boat in outstanding shape. See www.forWord.com/Lively.#billc@forWord.com or tel/fax: (415) 325-1151/61.

OLSON 30, WARPETH, HULL #198. Very clean & well maintained. Large Larsen sail inventory. Double axle Tandem trailer. 7 hp Evinrude o/b. \$17,500. (408) 534-2938 dys or (408) 475-9762 eves.

OLSON 30, 1982. Hull #170. Full sail inventory including new North 110% & 90% jibs. Immaculate condition. New berth cushions below & cockpit cushions. New Autohelm ST50 wind & speed instruments. Call for details. \$19,900 offers. Contact (619) 447-6992.

ERICSON 30 SLOOP. Thick fiberglass. Rebuilt engine, 12 volt refer, 110v, cruising galley, Loran, HAM, autopilot, depth, VHF & more. Excellent condition. \$18,000. (415) 367-0660 or H. Wygant, PO Box 1201, Redwood City, CA. 94063.

FISHER 30. Salty pilothouse fiberglass British North Sea type ketch motorsailer. Recent tan sails & Immiron new batteries & charger, cushions & stove. Roller furling, windlass, pressure water, wind & speed. Volvo diesel. Very pretty. \$49,500. (415) 381-8853.

RANGER 29. You have to see her to believe what a treasure this is. Excellent Bay boat, loaded. Harken roller furling & traveler, hydraulic backstay, sails recently refurbished, barrier coat bottom. Lectrasan head, VHF, Loran, depthsounder, wind apparent, 2 anchors. Beautifully maintained, all lines led aft, spinnaker & all gear included, and more! \$17,000. (510) 657-8234.

YANKEE 30 MKIII TALL RIG, 1974. Singlehanded cruisers dream: Classic Sparkman & Stevens design. Transpac veteran. Loaded with gear. Sail away in a legend. \$16,000/offers. (510) 536-2492.

OLSON 30, 1983, HULL #203. Excellent condition, stored inside winters. Ballenger single spreader, new standing rigging in '91, complete sail inventory, 4 hp Yamaha longshaft, VHF, tandem trailer. Ready to tow, ready to sail! Priced to sell at \$15,900. (805) 489-6967.

31-FT MARINER KETCH, 1972. Traditional cruiser, wheel steering, fiberglass, Perkins diesel, propane stove, pressurized water system, GPS, VHF, DS, KM. New mainsail, standing rigging, decks, cockpit, fuel tank, windlass, paint, varnish. Asking \$24,000 obo. Jeff, (510) 466-5182.

ETCHELLS US 523. Ontario hull, faired by Dave Curtis, Allspar mast, new Dyform rigging, good sails, good trailer, full cover. Card is open. \$10,500 obo. (415) 986-1088 dy or (415) 331-6070 eves.

J/29, 1984. Masthead. Inboard, new bottom, new interior, new LP. This is the cleanest J/29 available. All North inventory with little use. Great race record, fun cruiser. Best deal on the market at \$22,500. Call for inventory list. (562) 592-1660 or email: stanscamera@earthlink.net

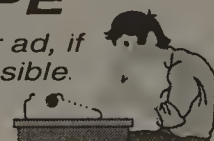
HURRICANE 30, 1946. Nunes Bros design. #2 of 18. Atomic 4, 5 sails, new standing rigging, recent haulout, new paint topside. Head, refrig, AC/DC. Sink w/electric faucet, bilge pumps, many extras. Located in Monterey. Asking \$11,000. Call Chet, (408) 643-1032.

29.5 HUNTER, 1994. New condition. Yanmar 18 hp diesel, 2 fully battened mains, furling jib, asymmetrical spinnaker, 6 winches, VHF, GPS, KM, DS, WS. Wheel steering, h/c pressure water, propane stove/oven, CD stereo, bottom painted 8/96. \$45,000. (408) 987-6549.

ISLANDER 29. Solidly built boat, just big enough to cruise or liveaboard. New cruising sails & cockpit cushions, propane stove, huge icebox, dinette, real enclosed head, AP. Fun, practical boat. Great price. \$8,500. Must sell, new boat coming. Call (510) 889-8958.

CAL 2-29, 1975. Very clean. Owner since '91 has given tender loving care. Great coastal cruiser w/ new interior. Diesel, wheel, roller furler, Autohelm. New depthsounder, VHF, batteries, ventilation '96. New thru-hulls '97. Hauled 5/97. Contact (415) 917-1589.

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CORONADO 30, 1972. Roomy, heavy, stiff. Excellent in the Bay's heavy air. Set up for cruising or living. 10'1" beam, draws 5'3". Palmer M60 inboard, VHF, Loran, knotmeter, depthsounder, tape & AM/FM, trim tab, primary anchor 35# CQR, 170 ft 5/16" chain, windlass, 50 gal water, 20 gal gas, 6 gal electric water heater. Head, galley with 2 burner stove & oven, Force 10 cabin heater. Located at South Beach, S.F., slip F51. \$9,500 obo. Michael, (415) 826-8299.

32 TO 35 FEET

ALUMINUM, INFIDEL, 3/4 TONNERIOR by Gary Mull, 1976. NavTec rod rigging, furnished, 3/16" aluminum with "T" frames, 20 times stronger than fiberglass and bends on impact, epoxy bottom stops electrolysis, molded hull look, modify to suit. \$49,000 obo. Phone: (707) 447-6771 or page (707) 421-3614.

TRAVELER 32, 1976. Built by Ron Rawson. New standing rigging, plumbing, wiring, tankage, custom interior & more. Asking \$45,000. For more details call, (408) 889-3261.

35-FT SANTANA, 1979. Volvo diesel. Sails: 80%, 100%, 120%, 160% & main. Reconditioned mast, new rigging. Nice condition, quick sail. \$20,000. (707) 763-8489.

32-FT FIBERGLASS SLOOP. 1975 Maxi 95 by famous Swedish designer Pelle Petterson. 25 hp Volvo diesel with extensive work in '96. Sleeps 6 including great aft cabin for the kids. Well balanced, excellent sailing vessel. Sails in excellent shape. New running rigging. Numerous improvements including all new electric & plumbing. Extensive inventory. Located in R.I. Owners decided sailing is not for them. Anxious to sell. Asking \$19,500. Contact owner at RR 1, Box 78, Alstead, NH 03602 or call (603) 835-6673.

HUNTER VISION 32, 1989. Refrigeration, autopilot, clean, many extras. \$54,900. Contact Larry, (562) 404-1248.

GULF 32, 1989. Motorsailer. 2 steering stations in pilothouse & on deck. Roller furling jib, lazyjacks, GPS, fathometer, Autohelm, hot water, MSD, gas stove, sleeps 6. Well maintained. Marine surveyor selling. Asking \$62,000. Call (408) 372-8604 or fax (408) 373-4362 or e-mail: dryfid@msn.com

BALTIC 35, 1986. Performance racer/cruiser. Great aft cabin. Light use, many upgrades. 85%, 95%, 150%, 135% r headsails, 1.5 oz chute. Teak cockpit & bridge. For sale at \$85,000. Call (408) 544-5757.

TeSHING 34 CUTTER. Strong, world cruiser. Just back from Mexico and ready to go again. New sails, radar, HAM, 406 EPIRB, Link 2000R, inverter, refrig, new Awlgrip, new upholstery, too much to list. \$59,500. (415) 573-1332 or www.hooked.net/~yares/

HUNTER LEGEND 35.5, 1993. In mint condition. Superb Bay, Delta, coastal cruiser. Many custom & convenience features. A great joy to sail & be aboard. Ready to take you sailing. \$81,000. Contact (707) 645-1776.

ERICSON 34, 1987. Harken furling with 150%, 110%, 90% headsails. New dodger, sail & binnacle covers, color coded running rigging, CD/stereo. GPS, Loran, VHF, depth/speedo, Force 10 heater. CQR & Bruce. Beautifully maintained teak interior. Under 325 engine hrs. \$59,500. (415) 917-0894.

35-FT WAUQUIEZ PRETORIEN, 1982. French built offshore performance cruising sloop. B & G network wind, depth, speed. Volvo MD1D, 300 hrs. Mainsail, spinnaker, 7 headsails, new ProFurl. Four 3-speed winches. \$18,000 refit in '96. \$89,500. Call evenings, (714) 248-2969.

34"5" HUNTER CUSTOMSLOOP, 1987. Yanmar 27 hp diesel, 3 blade feathering Maxprop, 3.5kw diesel genset, mechanically driven cold plate plus 12v refrig, CNG 3 burner plus oven & microwave, electric windlass. ProFurl roller furling 150% genoa, 110% lapper, full battened main with lazyjacks, spinnaker with dousing sock, dodger, boomtent, 16 mile radar, GPS/plotter, Loran/plotter. Autohelm 6000 w/windvane & handheld keypad, CD/cassette, AM/FM player, light bright blonde oak interior, 9 ft dinghy & 9.5 hp o/b. In Long Beach, CA. \$54,900. (800) 350-9866 w or (562) 430-1784 h.

32-FT FIBERGLASS KETCH. Diesel engine, new rigging, propane stove, microwave oven, sleeps 5. Good deal. \$12,000. (510) 536-4044.

33-FT TARTAN TEN. Lovely daysailer or one class racer, no liveaboard. Lots of money spent, will sell for best offer over \$12,000. Telephone (415) 252-5555 daytime.

ERICSON 32, 1977. Bay boat fully commissioned. Rebuilt Atomic 4, 10 ft inflatable tender, 5 hp o/b, trailer. Prime Coyote Pt. slip, yacht club sponsorship. Turn-key yachting opportunity. All or part. \$25,000 or offer. Call for info. (415) 969-8561.

ERICSON 35, 1975. Well maintained, excellent condition, fully equipped, racing, cruising, diesel. Corinthian Yacht Club, berth B-3. \$28,000. Call (415) 394-6000 dys.

35-FT CENTER COCKPIT CORONADO. Spacious liveaboard, mega storage & closets, full head. Yanmar under 60 hrs, tabernacle, 2 anchors, 4 sails, 6 winches. Dinghy & o/b. Pristine interior, 2 refers, microwave, pressure water, propane, queen custom mattress aft cabin. Cockpit cushions & canopy. \$37,900. (714) 385-7276.

CORONADO 34. Aft cockpit. Clean, well maintained. Reliable Atomic 4. 90%, 110%, 130%. Wheel, automatic charger w/2 new batteries. Recent new rigging, lifelines. Stove, oven, refer, awning, full custom cover. Mast steps. DS, KN, VHF. \$19,000. (916) 786-5991.

FAST 345, 1984. 34.5' great fast cruiser/liveaboard. Ron Holland designed, racing exterior, spacious and beautiful interior with aft cabin. Fully equipped. \$44,900. Call (206) 528-5794 or see pictures at <http://living.apl.washington.edu/~dairiki/wharf-rat>

CORONADO 35 KETCH, 1971. Great liveaboard in liveaboard marina. New upholstery, new water lift exhaust system, rebuilt heat exchange on Albin diesel, new fuel filter system, new water pump. New pressure & bilge pumps. Low hrs on original diesel. El Toro on davits. Set up as liveaboard but could be brought up to speed as a cruising boat (has 2 fuel tanks & 2 water tanks). Paid \$25,000, put in another \$3,000. First \$15,000 takes her. (415) 571-6638.

BRISTOL 35.5, 1980. Well found bluewater boat in good condition. Westerbeke 30 diesel, hot/cold pressure water, Autohelm, knotmeter, depthsounder, VHF, refrig (12v DC), 50 amp battery charger. Low BUC book is \$53,200. New baby forces fast sale. \$43,000 obo. Phone number: (510) 521-3379.

WESTSAIL 32. Perfect escape vehicle. Volvo diesel, 120 gal water, 80 gal dsl, 7 gal propane, 13 gal kerosene, 15 gal holding, 60#, 45# & 35# CQR's. Hard dinghy, 3 hp motor, Aries vane, Autohelm, GPS, fath, VHF, Sailor multi-band radio, 9 bags sails, watermaker, rigged oversized '91. Extra lead in keel, extra roving in hull, many spares, masthead tri-color, radar reflector, Shipmate stove, Chummy heater. Price reduced to \$54,950. Call between 10am-5pm (510) 754-6663 or (510) 754-2628 eves & weekends.

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WESTSAIL 32, 1974. Factory built dinette version. Excellent liveaboard, teak decks w/teak & mahogany interior, propane cooking, sleeps 6, many extras. \$45,595 firm. (505) 890-8252.

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RAFIKI 35, 1980. Excellent cruiser/liveaboard, Volvo diesel, autopilot, depth, KM, VHF, propane stove/oven, stereo. Custom mast, boom & rigging. Teak deck & interior, oversize winches, recent survey. Brisbane dock. \$49,000. Contact (408) 867-9202.

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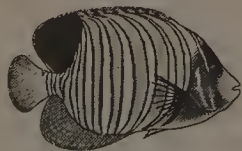
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CATALINA 38, 1982. Sparkman & Stevens designed. 24 hp Universal diesel. Best value cruiser/racer, Newport-Ensenada trophy winner last 2 yrs. Ready for cruising. Oven/frig, lovely interior, dodger, genoa furling. Done Baja, Channel Islands in comfort & style. \$45,000. Call Stephen, (714) 661-8423 or (714) 493-3446.

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RANGER 37, 1973. Racer/cruiser, Westerbeke diesel, optional extended rudder, Schaefer roller furling, large sail inventory. 13 winches, CNG stove, lots of equipment, complete survey less than 2 yrs ago. A real value at \$29,900. Contact (209) 536-9282.

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VAGABOND WESTWIND 38, 1987. Great liveaboard/cruiser. Mexico vet with all the necessary equipment. Excellent condition. May consider a smaller boat in trade. (619) 207-4419.

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ISLAND PACKET 38, 1991. Proven bluewater racer/cruiser. #1 in Div A '96 PacCup, cruised Baja '93. Cutter rig, sailed doublehanded. SSB, VHF, radar, watermaker, 110 & engine refer, 12v windlass, stereo, GPS. Autohelm 7000, Seatalk instruments above & below deck, serious house bank with battery monitor, high output alternator, propane stove & heater, 110 microwave. Radar arch with removable davits. Excellent condition inside & out. Cruise or race ready. \$172,000. Call Dave, (408) 996-1461 lv msg or dave_jones@hp.com

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MORGAN OI 41, 1981. Proven cruising center cockpit ketch. 62 hp Perkins diesel. Refrig/freezer, electric windlass, radar, GPS, depth, knot & windspeed instruments, Heart 2000, new standing & running rigging. Many upgrades since '94. Near Bristol condition. Call for details. \$94,500. (714) 646-3760.

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40-FT CHEOY LEE YAWL, 1970. Perkins 48 hp. Rhodes hull, 11 ft beam, 6 ft draft, tri-cabin, 2 heads. Brass/stainless/Teflon thru-hull valves, radio, depthfinder, anchors, chain. Fiberglass, teak and chrome. Beautiful. \$48,000. Contact (707) 826-7448.

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41-FT G.L. WATSON KETCH, 1952, Norderey. Built by James N. Miller & Sons, St. Monance. Planking mahogany, frames oak, stringers larch, decks teak, spars spruce. Perkins 4-108, 110 gal fuel, 50 gal water, Aries. Chula Vista Marina. \$40,000 obo. (408) 475-4513.

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SCEPTRE 41 PILOTHOUSE, 1986. 55 hp Yanmar, Maxprop, dual stations, Autohelm ST-6000 autopilot, ST-50 depth, wind, speed, Garmin color GPS map, bimini, diesel fireplace, Force 10 propane stove, full battens main, Dutchman, 105%, 138% jibs, Harken roller furling, raised settee. \$195,000. (707) 645-9636.

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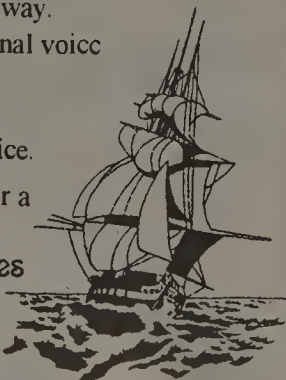
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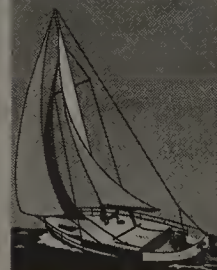


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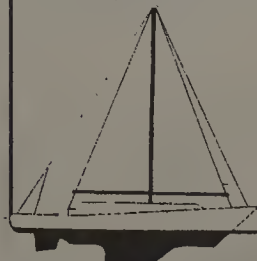
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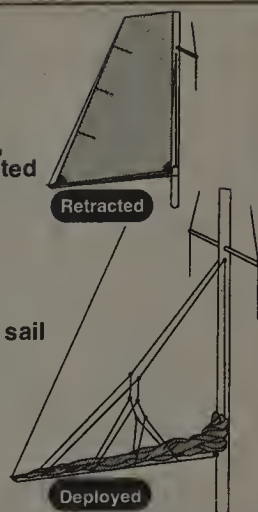
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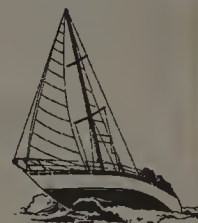
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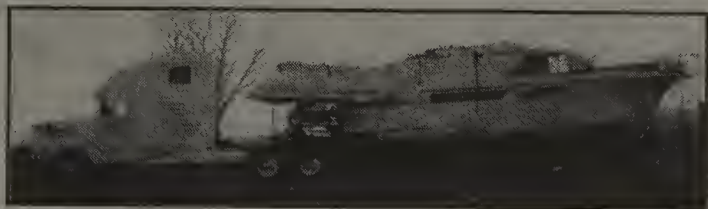


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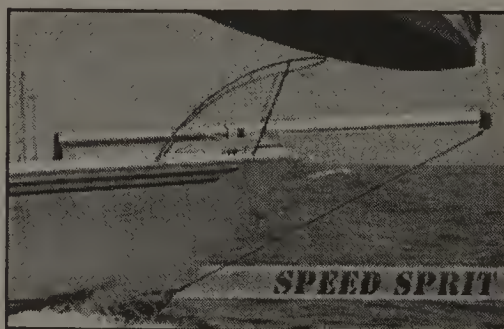
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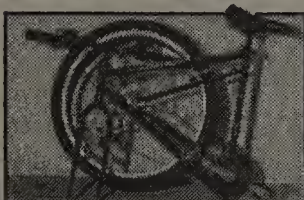
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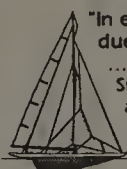
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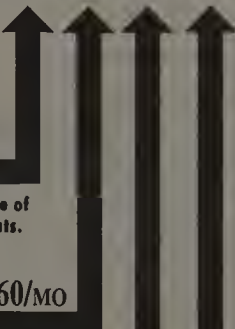
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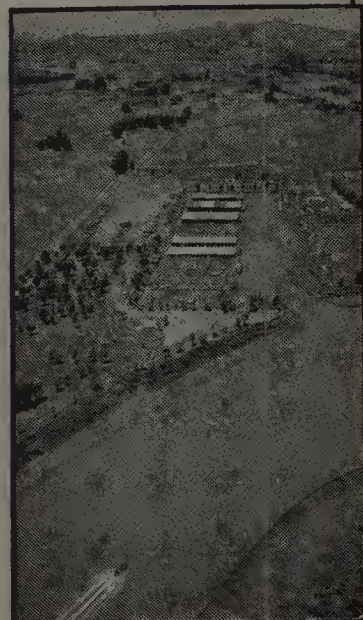
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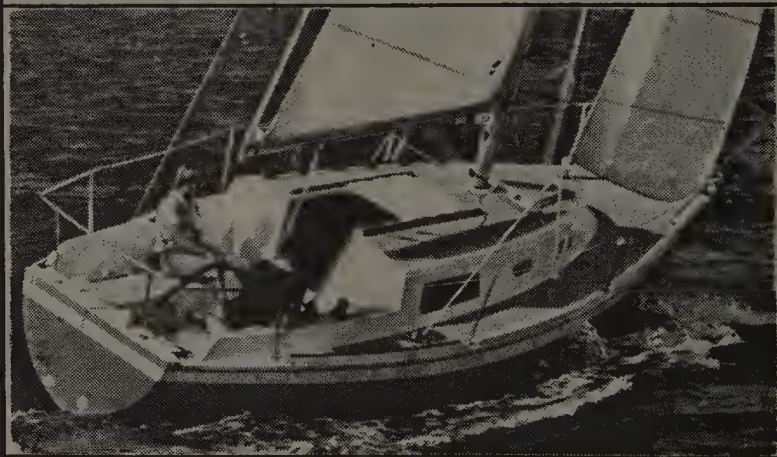
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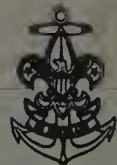


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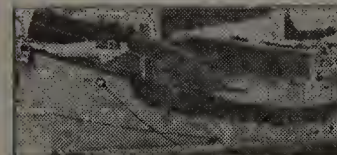
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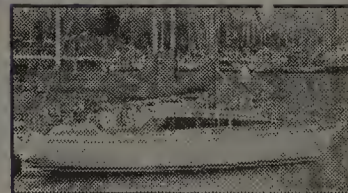
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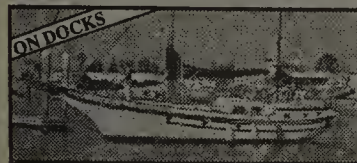
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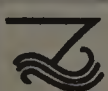
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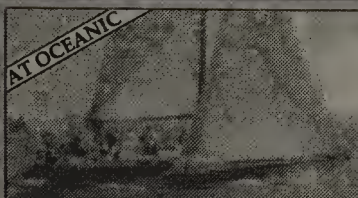
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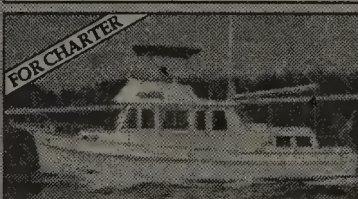
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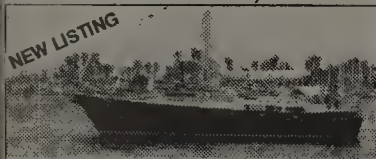
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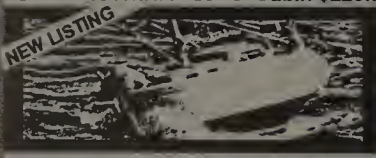
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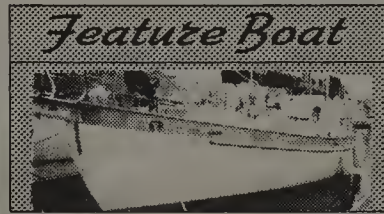
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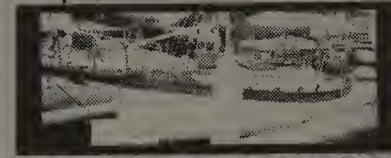
48 Traditional HC - 86 Full keel \$299k



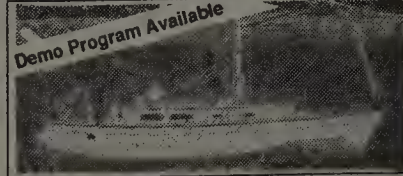
37' IRWIN CC - 80' Spacious OFFERS!



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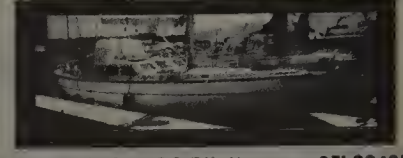
Hans Christian 38T - 80 Full keel \$115k



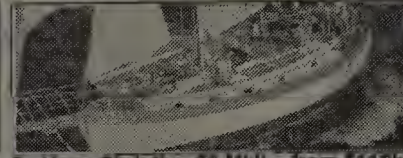
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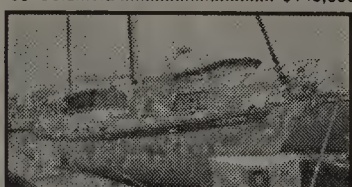
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Everything but hull by DeVries of Holland.
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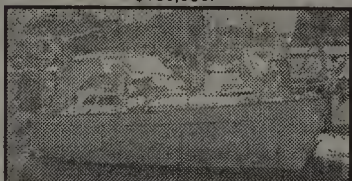
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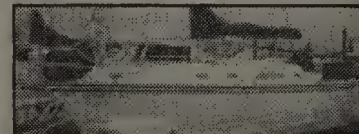
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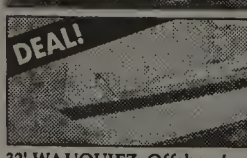
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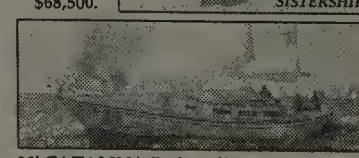
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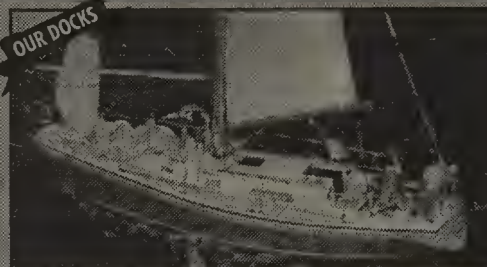


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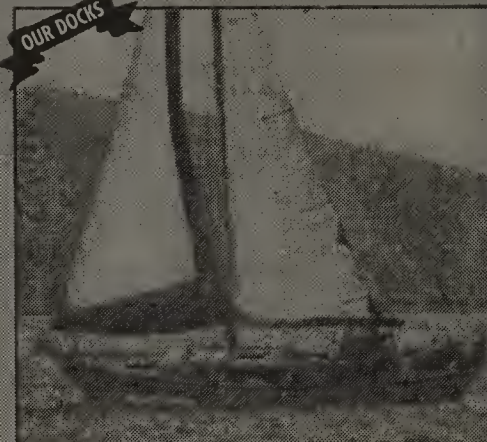
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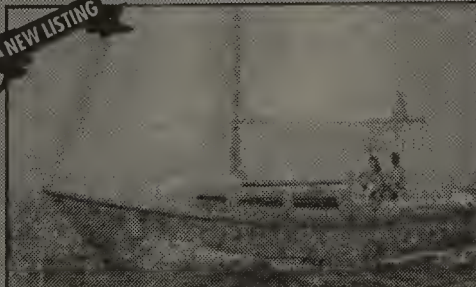
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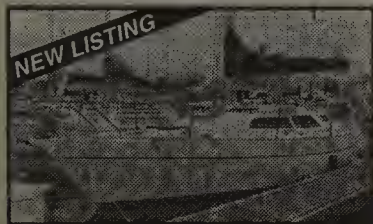
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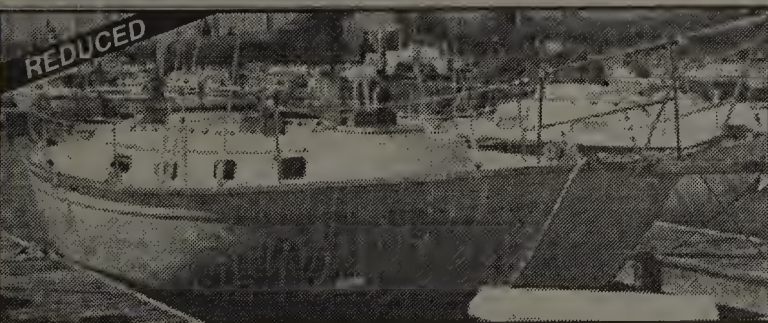
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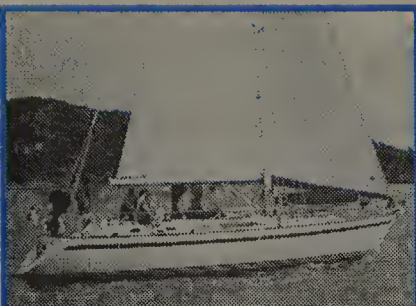
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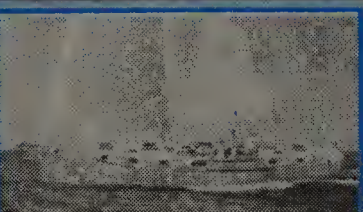
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44' PETERSON, '76. Without teak decks. Perkins 60hp. Center cockpit. World class cruiser. *sistership photo* **\$105,000.**



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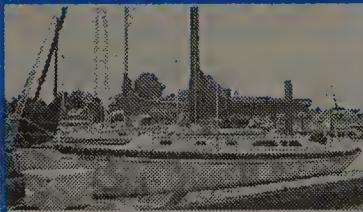
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60' SCHOONER	95	\$385,000	36.5' PEARSON	79	\$59,500	29' CAL	70	\$13,000				
60' OCEAN	81	\$375,000	36' S2 11 METER	85	\$62,000	29' RANGER		\$19,800				
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48' CELESTIAL	85	\$139,900	35' ERICSON (WA)	73	\$25,000	26' HAIDA	69	\$11,950				
47' VAGABOND	81	\$139,900	34' SA8RE	87	\$77,777	25' YAMAHA	79	\$12,500				
44' SWAN	73	\$133,500	34' ERICSON	89	\$69,000	POWER						
43' YOUNG SUN FL 78		\$129,000	34' C&C	80	\$41,000	56' FELLOW&STEWART	27	\$59,900				
41' ISLANDER F/PORT	75	\$45,000	34' CATALINA S. Cal.	90	\$69,500	52' STERNWHEELER	83	\$69,000				
41' MASTER MARINER	85	\$99,000	34' HUNTERS	2 from	\$39,800	46' CHRIS CRAFT	63	\$68,000				
41' CUSTOM STEEL		\$60,000	33' BRISTOL	69	\$26,500	46' CHRIS CRAFT		\$68,000				
41' FORMOSA	74	\$42,500	33' GURNEY HUISMAN	68	\$35,000	44' MARINE TRADER	78	\$95,000				
41' MORGAN		\$61,500	33' MORGAN	75	\$24,700	42' MATTHEWS	56	\$55,000				
40' C&C	81	\$69,500	33' PETERSON		35,000	42' CHRIS CRAFT	69	\$60,000				
40' CAL	64	\$55,000	32' MARINER KETCH	70	\$24,900	40' CHRIS CRAFT	68	\$39,900				
39' IRWIN	79	\$46,500	32' CENTURION	2 from	\$19,000	40' FISHING VESSEL		\$59,000				
39' CHINESE JUNK	66	\$54,200	32' CONTESSA	81	\$34,000	36' CROWN CUSTOM	80	\$48,500				
39' CAVALIER	80	\$75,000	32' ERICSON	70	\$19,500	34' SILVERTON	90	\$79,000				
39' WESTSAIL		\$115,000	31' PEARSON	79	\$30,000	31' TUNG HWA Trawler	81	\$45,000				
38' CATALINA	79	\$38,000	31' C&C	75	\$11,500	30' TOLLYCRAFT	72	\$26,000				
38' MORGANS	2 from	\$59,000	30' CATALINA	76	\$19,500	30' BAYLINER	85	\$20,000				
37' IRWIN CC	80	\$64,000	30' BABA	83	\$59,000	27' SEA RAY	88	\$38,000				
37' HUNTER	88	Inquire	30' ISLANDER		\$19,000	24' FOUR WINNS	88	\$17,000				
37' FISHER	80	\$110,000	30' NEWPORT III	82	\$27,500	24' SEA RAY	86	\$13,500				
36' CHEOY LEE clipper ketch		\$32,000	30' CAPE DORY M/S	87	\$89,000	22' BAYLINER	93	\$15,000				
						18' BOSTON WHALER	69	\$19,850				



34' HUNTER, '85. Super clean boat. New autopilot; great electronics. 2 double staterooms. One of the finest Hunter 34s available. Asking **\$45,000.**



50' FORCE, '73. Outfitted for shorthanded cruising. Onan 7.5kw generator, Trace inverter. Nav equip. incl. SS8, AP, radar. Watermaker. Asking **\$129,000.**



ISLANDER 36, '79. Diesel. New Autahelm. New refrig. Inverter. 1979 was one the best years for Islander. New to the market. Asking **\$39,900.**



41' STEEL. Rounded hull. Center cockpit. One owner. 8 brand new sails, Perkins 4-107, beautiful interior. 80% completed. Asking **\$60,000.**



39' IRWIN. New dodger/sail covers/cushions, Yanmar diesel, full batten main, roller furling headsail. **\$46,500.**



45' VAN DER STAAT, '76. Center cockpit. Pullman berth. Perkins. Exceptional f/g bluewater cruiser. Possible liveaboard in Sausalito. **\$59,900.**



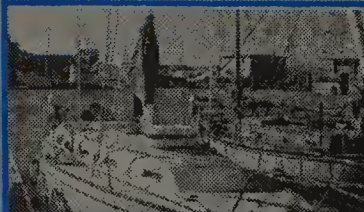
41' NEWPORT, '79. Turnkey cruising yacht. Over \$25,000 spent in '97 on upgrades. New to the market. Asking **\$58,900.**



42' GARDEN PORPOISE, '67. One of the original Hang Kong built Garden Porpoises. Many recent improvements. Clear teak hull. Valva Penta. Asking **\$75,000.**



PEARSON 36.5 KETCH, '78. Recent haulout and engine survey, Westerbeke diesel, comfortable cruiser and liveaboard, roller furling. **\$48,000.**



35' CAL, '80. Just completed world cruise. Includes Monitor windvane, watermaker, liferoft and considerably more! Asking **\$42,750.**

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30' GILLMER CUTTER. Dsl, roller reef, stays' l'spinn, beautiful varnish, VHF, etc., nice.
Asking \$20,000.



30' CATALINA. Dsl, good sail inventory, VHF, depth, pilot, very well maintained, clean boat.
Asking \$24,500.



41' SAMPSON CUTTER. Diesel, wheel, full galley, shower, VHF, radar, pilot, etc., conister liferoft, fireplace & more.
Asking \$40,000.



28' SPIDSGATTER. Diesel, just refit. The late Kermit Parker's personal yacht. She's ready to win her class in Mosier Mariners.
Asking \$12,000.



RANGER 33. 1/B, 8 sails including spinnaker, wheel, new interior, very nicely upgreded and in outstanding condition.
Asking \$24,500.



ERICSON 30 SLOOP. Diesel, VHF, depth, etc. Strong, well-built and popular Bruce King design in excellent condition w/a good sail inventory. Asking \$14,500.

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41' TRADITIONAL BRITISH DOUBLE-ENDED KETCH

In impeccable condition. Diesel, copper riveted pitch pine, new winches, big inventory and full electronics. Ready to cruise in style and comfort. Asking \$87,500.



Berthed in Mexico

62' M/S cutter ketch. 6 cyl. Garden dsl, AP, genset, radar, VHF, 2 steering stations, 3K mi. range under power, great sailer, oir, watermaker, etc. \$225,000/Offers.



REDUCED

32' WESTSAIL Cruising Cutter. Diesel. Strong, heavy built glass trunk cabin model double-ender. F/G dinghy. Knotlog, VHF, etc. Asking only \$39,500/offers.



43' STEEL DUTCH-BUILT PH ketch. Duo helm, rblt dsl, just replotted, rig & int being done now. Strong world cruiser by Volentin-Zonen. Asking \$79,000.

SAIL

64' SPARKMAN & STEPHENS alum sloop Asking 380,000
50' CAMPER NICHOLSON perf. cruiser, outstanding condition Ask 52,000
47' 30 SQUARE METER Sloop ... 13,900
46' STEEL KETCH, dsl, ultra strong world cruiser Asking 63,900
39' CAVALIER, Sloop, dsl, nice ... 75,000
38' CHANNEL CUTTER Slp, dsl ... 22,500
34' HANS CHRISTIAN HANSA ... 84,500
34' COLUMBIA Slp, dsl, clean! ... 33,000
34' IRWIN CITATION slp, dsl ... 24,500
33' COLUMBIA SABRE, O/B, trlr 9,450
33' RHODES WINWARD, nice 29,000
33' TRADEWINDS M/S, teak, dsl AK/Hawaii vel Try 19,500
33' TANCOK WHALER, classic 12,000
33' ANGLEMAN kitch, dsl 13,500
32' ROYAL Cruiser, 1/B, classic 12,500
31' BROWN Searunner tri, O/B. 7,000
31' PEARSON sloop, 1/B. Ask \$30,000
30' NEWPORT, 1/B, ready to go 11,500
30' C&C MEGA 30 12,900
30' KNARR, O/B, good inventory 9,900
30' SEABIRD Yawl 7,500
30' GARDEN classic dbl-end slp 10,500
29' CAL 229, very clean 17,000
28' PEARSON TRITON slp, 1/B ... 7,000

28' FELLOWS & STEWART Goff ketch, dsl, clean 20,000
28' HERRESHOFF ROZINANTE .. 23,000
27' CATALINA, dsl, loaded 10,500
27' CATALINA, 9.9 hp O/B perfect starter boat 7,400
27' NEWPORT S, 1/B 12,500
27' BALBOA, dsl, loaded/ready 12,500
26' CHEY LEE Frisco Flyer, f/g 8,750
26' COLUMBIA MkII 6,000
26' PEARSON Slp, O/B, nice 6,000
25' ROBERTS Adventure, dsl ... 10,000
24' C&C Slp, O/B Reduced 5,500
24' COLUMBIA, new O/B 2,900
24' SEAFARER Slp, O.B, sharp ... 4,500
24' J/BOATS w/O/Bs 5,000-6,500
23' CLASSIC '31 slp, 1/B, solid ... 3,250
22' TANZER Slp 4,250/offer
20' CAL, O/B, sloop 1,200

POWER

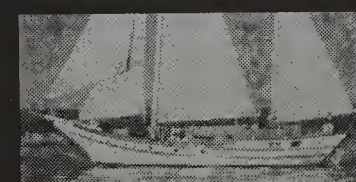
70' FANTAIL M/Y 149,500
65' CHARTER YACHT 275,000/offer
65' WHEELER M/Y, '31 95,000/offer
52' STERNWHEELER, lbrd 76,000
46' CHRIS CONNIE, dsl, loaded 69,000
43' MATTHEWS F/B 35,000/offers
42' TROJAN, loaded 42,500
42' HUNTER SEDAN CRUISER ... 20,000

40' SALMON Twlr w/comm'l license, rebuilt 671 diesel 2,400
39' MEDITERRANEAN SF, '92, twin dsl, os new Asking \$185,000
39' STEPHENS Sdn, '39, classic 28,500
38' CHRIS Sdn Olx, perfect 39,000
36' STEPHENS classic restored ... 30,000
35' OWENS Flagship, new twins 16,950
34' JEFFRIES Express Cruiser, exquisite condition Reduced 32,500
33' LUHRS, dsl, glass Asking 10,000
31' BAJA, f/g, tg, sf 12,000
30' COMMERCIAL FISH w/shrimp, halibut, rock cod, trop permit 26,500
30' CHRIS CAVALIER, exc cond 22,500
28' HUNTER Sdn, nice 6,500
27' REGAL Classic 233 w/trlr ... 45,000
26' CHRIS CRAFT Contass, twin V8 ... 7,500
25' CHRIS CABIN CRUISER, V8 ... 6,600
24' OWENS Cruise, trlr, V8 S, 500/offer
24' SEA RAY w/trailer 8,000/offer
24' BELL BUOY, 1/O, nice 9,750
22' FORMULA 31S, 1/O 15,000
20' SEA RAY AMBERJACK w/trlr 8,500
20' CORDOBA, cudy w/oft galley 8,500
19' CHRIS CRAFT CAPRI runobit 12,500
18' MARLIN runabout, trlr, 1/O ... 5,000

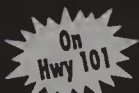
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30' TOLLYCRAFT. All glass, twins, flybridge, full canvas & aft enclosure. Well equipped and great shape! Ready for the Delta.
Asking \$24,000.



47' O.D. GARDEN PORPOISE KETCH. Rare oft stoterroom model. Dsl, oll teak, fireplace. Good cruiser with chorm.
Asking \$75,000.



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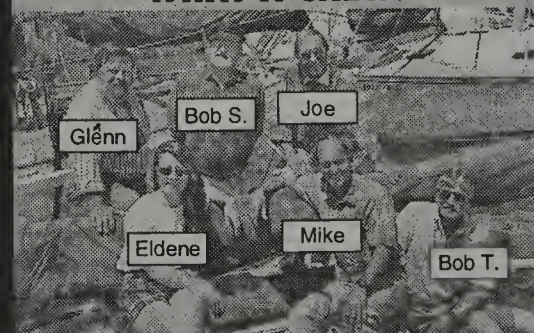
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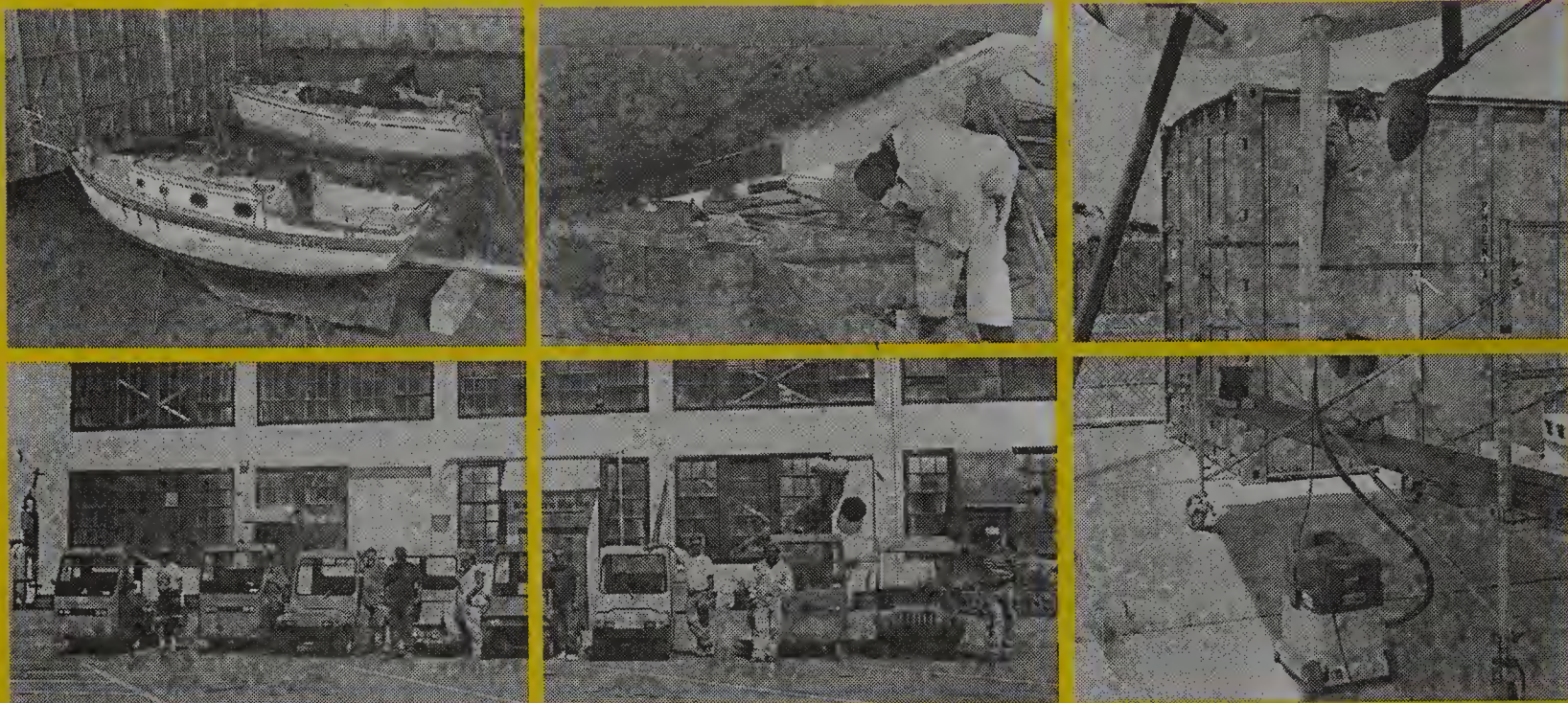
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